Flt./Lt.
J. Deryck Hore-Kennard

May 21, 1915 – December 22, 1964

Royal Canadian Air Force

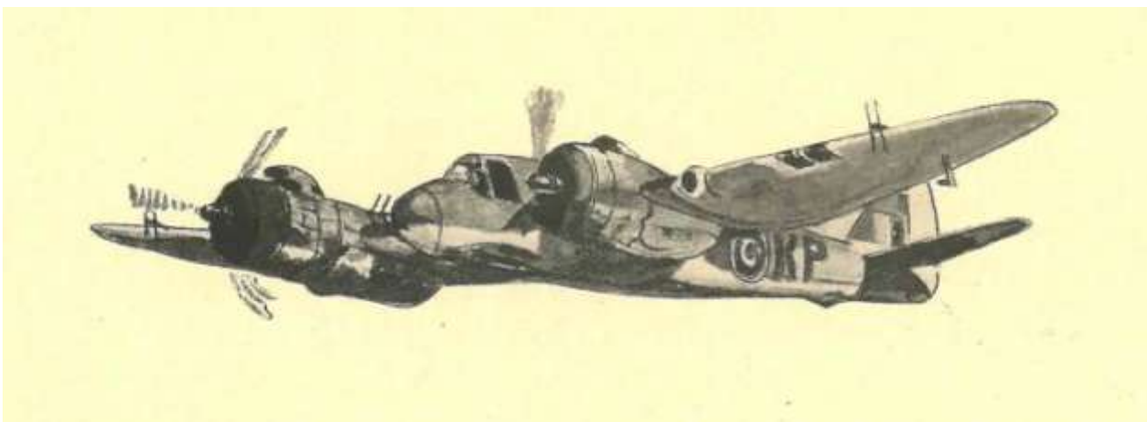
March 27, 1941 – November 5, 1945



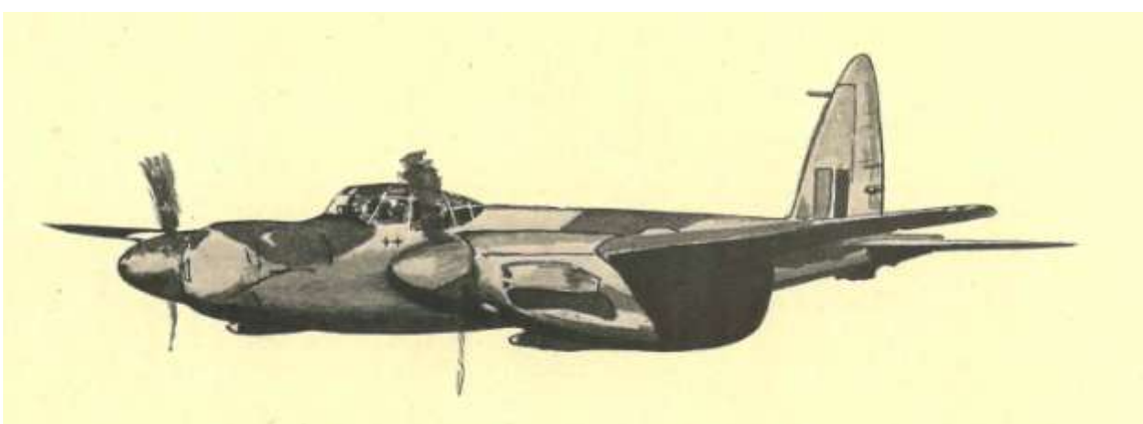





Beaufighter IIF T3145/KP-K of Sqn Ldr
R M Trousdale, No 409 Sqn RCAF,
Coleby Grange, 3 March 1942
KPOK
T3145


KP


Mosquito NF.Mk.XIII (with large radar nose),
MM466/KP-G, No. 409 Squadron (RCAF), France,
January 1945. Medium Sea Grey overall with Dark
Green camouflage on upper surfaces; Dull Red codes.
Night serials. 'B' type roundels above wings;
red/white/blue roundels on front of spinners. Darker
areas under wings indicate overpainting of previous D-
Day bands
GOKP
MM466



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Linked-In: http://ca.linkedin.com/in/kitkennard

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INTERNET ARCHIVE http://archive.org/

ACKNOWLEDGEMENTS

Mrs. Pat (Hore-Kennard) Thompson, Bircham, Norflok, UK for her support and encouragment.

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Claudio Meunier for his diligence and passion in documenting the record of Argentines serving in the allied air forces of World War II

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OFF TO THE WAR

FIVE ARGENTINES IN AMERICA

FIVE Anglo-Argentine volunteers for the R.A.F. visited the United States en route to Canada, and say they were "overwhelmed with American hospitality." The volunteers were Wyndam Lacey, George Cadmus, Deryck Kennard, Edward Lister and Harold Pinsent.

A reader sends a cutting from the New York "Times" headlined "Five Argentinians off to the wars; 'Tired of sitting around,' they visit here before joining the R.C.A.F."

"Five young Argentinians bade farewell to Nassau county to-day and left for Canada to join the Royal Canadian Air force for possible service overseas.

"Taking with them memories of a yesterday in which they crowded a tour of Mitchel field, lunch at Roosevelt field, a flight over Nassau, dinner at the swank Aviation Country club at Hicksville, and a swift tour of county night spots, the five left by train this morning in search of high adventure.

ONE SON OF POLO PLAYER

"They are Wyndam Lacey, nephew of Lewis Lacey, captain of Argentina's famed polo team; George Cadmus, Deryck Kennard, Edward Udny Lister and Harold Pinsent.

"As guests of James P. Mills of Old Westbury, Roosevelt field flyer and polo player, they visited the army base and observed operations at close hand. Later, they had lunch at Roosevelt field. Also in the luncheon party were Major Donald Hudson, public relations officer at Mitchel field Major Joseph H. Carr of the quartermaster's office, Capt. Minthorne W. Reed, air corps reserve, and Viola Gentry, one-time women endurance flyer.

"Afterward, Mills, who played polo with Lacey's uncle in Buenos Aires, took them to Meadowbrook polo grounds. Young Lacey, also a polo player, expressed particular interest in the club's layout.

"At the Aviation Country club, Pinsent told a Review-Star reporter that the five had high hopes of joining the R.C.A.F., though only possessed any previous training. He holds a private pilot's license.

"Sons of wealthy Argentine parents of British descent, the five said they had grown tired of 'sitting around.'"

OS AIRES HERALD — Friday, February 28, 1941.



First "Puff" for More Air Force

AMONG the most enthusiastic members of the Fellowship of the Bellows are the volunteers who are leaving these shores to serve with the Royal Air Force.

It is fitting that one of them should be the very first Whiff to be invested with the insignia of Puffdom. He is Puff (late Whiff) Derek Kennard, who recently sailed for Canada where he will undergo training with the Royal Canadian Air Force. He is seen here, just before sailing, receiving from the Wind Lass his Puff badge. To judge by his broad smile he is obviously anticipating the pleasures of Puffdom. Puff promotion for October Whiffs is now in full blast as the promotion application forms are being sent in by eager fellows through their air-pockets. The new Puff badges (with red bellows of course!) are now being proudly worn by Puffs who have already received their promotion and who thus have the right to swank about wearing the anxiously awaited Puff-links. These Puff-links (exclusively for Puffs wearing red Puff badges) are already on sale at Harrods for $3.

Britain-Bound Argentines Pause on Their Way



Five young Argentines of British descent, on their way to join the Royal Canadian Air Force, got a lot of pointers from Major Donald Hudson, public relations officer at Mitchel field and American ace in the Lorld war, at luncheon in Roosevelt field inn recenty. In this group, left to right, are Wyndham Lacey, nephew of Argentine's famous polo player; Deryck Kennard, Major Hudson, Edward Udny Lister, George Cadmus and Harold Pinsent. They also visited Mitchel field to see operations at close hand. (See Page Four).

A LETTER OF ADVICE FROM THE ELDER RCAF BROTHER

TO THE YOUNGER (TO BE) RCAF BROTHER

7

c/o The River Plate London Committee,
River Plate House,
10, Finsbury Circus,
LONDON E.C.2., England.
Wednesday, September 2nd., 1942.-

Dear Cedric,

As Dad suggested, the object of this is to give you the "gen" that might be useful on your coming trip to Canada. First and foremost, limit to a minimum the amount of luggage and rubbish you take with you; it will only have to be stored and once you are in uniform you'll probably never use civvies again (it never pays to go on leave in civvies). You'll have a good does of the canadian winter, so take the odd sweater and gloves and scarf - the former and latter air-force or navy-blue. You get practically everything given to you, including woolen underwear etc. etc. once you join up. Even if you land at Boston or Norfolk, break the journey on the way up in New York and spend a week there and see the place. I enclose a list of addresses and all those people will only be too delighted to entertain you lavishly, my pal Peggy Keegan is already expecting you. Will also mention the matter to Jean Dickenson, who is a soprano at the Metropolitan Opera. Yes, don't miss N.Y. out as you may not get another opportunity. Not much need for cash, the others will only be too delighted to stump up all the time. For a cheap place to stay there is the Collingwood Hotel just off Herald Square, a very central position and only $2.50 for bed and brekker. If you can get a letter of introduction from the YMCA in Buenos Aires (try old man Mackinnon) you can stay at William Sloane House, New York YMCA, 34th.St. and 9th.Av., which is excellent for the modest sum of fifty cents per night. Once in uniform, you can get in there any time. It is also singularly handy. For cheap meals in N.Y. the Horn and Hardart Automatic Bars are unrivalled. You may be horrified, but they cannot be compared with the filthy places in B.A. Any money you take with you, transfer it all to U.S.A. It is easy enough to change into Canadian, but once in Canada, impossible to get out. And anything you want to buy, get in the U.S.A. Once you've had your binge in New York and feel thoroughly unfit for the fray, take the train to Ottawa, breaking your journey in Toronto for a day. From old man Gittings of Curamalan, Dad's pal, get a letter of introduction to James Duncan, manager of Massey Harris and former Deputy Minister of Aviation. Go & see him, shoot a good line and explain to him that you do not want to do "security guard", seeing you've paid your way up 8,000 miles to join up, will he give you a letter to one of the brass hats in RCAF HQ in Ottawa. He is a great chap and will accomodate you. There is a YMCA in Toronto to stay, or if you are flush, the Royal York and/or King Edward Hotels. Go and see Jack Dickenson and Jack Robinson - the former has many friends in Ottawa and may give you an introduction. And so push on to Ottawa. Before you visit the RCAF Recruiting Centre in O'Connor Street, go to RCAF HQ at Jackson Buildings and get in to see whoever James Duncan has put you onto. Don't say anything about being a recruit, you'll have to be most persistent, wade you way through masses of secretaries and orderlies, even return the next day. INSIST. My pal, Nancy Doane may be able to help you; even try Anne Bethune, who is good fun. The former had a secretarial job with the RCAF. Once you've got this business of "security guard" straightened out, you can tackle the recruiting office and start off with your first (and by no mean means, last) bunch of forms (in quintuplicate). I might as well explain what the said "security guard" consists of, roughly. Well, after you've signed on the dotted line and been equipped, given a basic course in drill and discipline, they send you off to some remote spot in the prairies to do sentry duty, for a period between six and eighteen weeks. On a basic pay of $1.30 per day, which doesn't go far. Soyou see how important it is that you fix the matter right. And remember one sure weapon, which do n't hesitate to use mercilessly: "Here I have come, worked my way, 8,000 miles to

fight your Bloody War for you". I don't want to disillusion you, but one has to jolly well fight for one's rights often, and that little phrase will help no end. In Toronto, on your way through, go to Birks, Ellis, Ryrie at Yonge and Temperance Streets and get three pairs of shoulder badges "South America" to sow on above your eagles on your tunics and overcoat. If ever asked whether this was authorised, say that the hundred other south americans that went before you, one of which was your brother, were granted special permission to wear this. Stick to your guns. If at one station they make you take it off, put it on again when you move to the next. It is a little thing, but frightfully helpful. Now for joining up, you want a) a birth certificate; b) at least three letters of recommendation from well known people say the Australian Mercantile, British Community Council and anybody else you can rope in; c) proof of Education. Get a letter from St. George's, one from Felstead, a sexto grado and what ever Oxford and Cambridge exam you took in England. You will have lots of trouble with them, as the Canadian Educational System is fashioned on the Yank, and totally different from ours. However, insist that you are above Higher Matriculation Standard and agree that they don't understand our methods. Every station you go to, you will have a tussle over this point, but I cannot overemphasize that you should one, stick to the same story, and two, always tend to boost yourself. When you join up you get the most thorough medical you get any time in the service, so refrain from all indulgences for two or three days before. You will without doubt be very run-down after your stay in N.Y. Don't be too keen, without losing enthusiasm and interest for your job. Never, never, never volunteer for any job; you only be taken for a ride for some sucker. The only time I tripped up was when I got an Easter Sunday, fourteen hours of it, scrubbing the kitchen floor - when asked to do a special job. One way to fill in time on board the ship you go up to the States on is to buy a key and a buzzer at any big radio shop in B.A. and learn Morse. Remember it is harder to take down than to transmit; the "sparks" on the ship will help. Don't think of dots and dahses but as dah for dashes ahd di for dots. Example B -... Dah di-di-dit Q --.- Dah dah di-dah. See? Otherwise there is not much to worry about. The Royal Bank of Canada is very decent, both in Ottawa and Toronto. I should have a permanent address like I did, say the Ottawa branch, and keep 'em informed of your whereabouts. Herewith, now, some addresses. Afterwards the comments.

(a) William Slone House,
Y.M.C.A.,
34th. and 9th.,
NEW YORK CITY.

(b) Miss Jean Dickenson Phone SC 4-3851
75 Central Park West,
at 67th. Street,
NEW YORK CITY .

(c) Miss Eileen Donnahy,
British American Ambulance Corps,
420 Lexington Avenue,
NEW YORK CITY.
Phone MU 3-4383

(d) Mrs. Peggy G. Keegan,
c/o Mrs.Watson Dickerman,
The Stanhope,
Fifth Avenue at 81st.,
NEW YORK CITY
Phone BU 8-5800

(e) Edward P. Ryan
Guaranty Trust Building,
Woodward at Congress,
DETROIT, Michigan,
U.S.A.
Phone CA 2856

(f) J. G. Dickenson Esq.,
67 Yonge Street,
TORONTO, Ontario,
Canada
Phone AD 8109

Alternate for Peggy Keegan, c/o Mrs. Watson Dickerman, East Meadow. Southampton, New York, U.S.A. See phone book for no.

(g) Jack R. Robinson,
The Log Cabin,
Yorke Mills,
TORONTO, Ont.,
Canada
Phone HU 0069

(h) Mrs. Joe Clissold,
15 Farnham Av.
TORONTO, Ont.
Canada.

(i) Mrs. G. Burden Smith,
200 St.Clair Av. W.,
Apart. 406,
TORONTO, Ont.,
Canada.
Phone MI 5352

(j) Mrs. Ethel Burham,
200 St. Clair Av.W.,
Apart 204,
TORONTO, Ont.
Canada.

(k) Miss Nancy Doane,
652 Rideau Street,
OTTAWA, Ont.
Canada.

(l) Miss Anne Bethune,
Berkenfels,
Rockcliffe Park,
OATTAWA, Ont.
Canada.

(m) Miss Ann Troupe,
???????
Westmount,
MONTREAL, P.Q.,
Canada.

(n) Elmer B. Woolett Esq.,
c/o Dominion Skyways,
No.9 Air Observer School RCAF,
St.John's, Quebec,
Canada (Phone 881)

(o) Gilbert T. Espley Esq.,
c/o British Overseas Airways Corporation,
Dorval Airport,
MONTREAL, P.Q .
Canada.

That's about all I can rake out at the moment. (a) is the cheap place to stay at in N.Y., but you either have to have a letter of introduction or be in uniform. (b) Jean is the opera singer I have mentioned. She is a dear and so are both her father and mother. You can sit in the stalls at the Metropolitan as often as you like if you tell her you are interested in music. She knows Lily Pons and all sorts of celebrities, so don't miss her out. (c) This address do not use unless you later return to N.Y. in uniform - say when on embarcation leave to come over here. They provide you with hosts and also issue free tickets to all plays and movies and other entertainments. In such an eventuality don't forget to try the U.S.O. who also cater for the services. Miss Donnahy is young and attractive and will partner you on a party (if you give the cash therefor) (d) Mrs. Peggy Keegan, an englishwoman companion to the wealthy widow Mrs. Watson Dickerman, is "tops". They'll throw parties for you and you'll meet all sorts of well known types. (e) Pat Ryan is an irish american acquaintance in Detoirt. If ever stationed at Windsor, Ontario, like I was, he'll be most useful. Detroit isn't much of a town besides being the "Arsenal of America" (f) Both Mr. & Mrs. Dickenson are good types, though rather inclinedto sit around and chat instead of having parties and going to shows. They know alot of people in both Toronto and Ottawa. Mr. Dickenson is Jean's uncle. They are friends of the Atkinsons. (g) Jack Robinson is a son in-law to Mrs. Boultbee, Jack Douglas' sister resident in Canada. He has a marvelous log cabin just outside Toronto, some awfullynice kids and a peach of a wife. Don't omit to make contact. (h) Joe Clissold, an old girl, widow and pal of Trixie Pinsent who works in the FCCA. Has a roadhouse outside Toronto where one can spend most pheasant summer days, particularly if you take a wench along with you. (i) Aunty Greta (Smith), mother to my late girl friend, is a dear, and I want you to make a point sometime during your stay in Canada to take here out and give here a rollicking meal, plenty of booze (she is fond of this) and a good show. Excellent company and a real good sport. One of those grown-ups who don't fit in to their own generation but the one that follows. Don't forget. You might inquire after Jane, how many pubs she has producedso far etc. etc. (j) Ethel Burnham is the over-sexed woman who needs are not satis-

fied by her husband. Be careful. She is also most hospitable and as her father is chief of the police in Toronto, worth knowing. Don't go out alone with her on a dark night or you've had it, old boy. The type that Dad describes as capable of "Biting the buttons off one's drawers". (k) My Ottawa flame, with whom I am still in touch. Good fun. Knows lots of influential people in the RCAF but remember to make these contacts BEFORE you don uniform. Look her up and give her my regards. (l) Another nice Ottawa girl, worhth contacting. Loves good music, and has a magnificent house in the swank suburb. (m) Ann Troup is the daughter of Emlmer Woolett's boss, a good kid to take out in Montreal, although her mother won't permit her to visit some of the best (and lower) pubs. Contact (n) Elmer and Dorothy Woolett, Aunt May's in law's, first. They are a really first rate couple, one of the few english people you'll meet in Canada. Get A.May to advise of your arrival. Lastly (o) don't omit to see Gilbert Espley, a pal of mine now lending a hand in the Ferry Command, formerly in the RAF. He'll probably know a number of people of influence and also show you round Montreal. Besides all these, you'll make your own contacts. I should apply to G.A.Ellison for a letter to the Manager of Bovril in Montreal, which might come in usefull. Get as many ruddy letters of introduction as possible, most of them are duds. Odd tips. Always travel CPR in preference to CNR. The latter is a state institution and definitly inferior. If you are there in summer try to get to see a) The Niagra Falls b) The Muskoka District north of Toronto - Ethel Burnham has a cottage there c) Quebec City; Montreal and the Laurentians; d) any parts of New Brunswick and Nova Scotia; e) if sent West do not miss out Banff, Lake Louise and Vancouver. In Toronto the best place to stay is the Royal York; Montreal either the Mount Royal or the Queens; Ottawa the Chateau Laurier (rather expensive) or Lord Elgin; Quebec, the famous Chateau Frontenac. Once you arein uniform, you can get a room at the Royal York for $3.50. The beds have two mattresses, so take the room in one name and share it with another bloke. They have colossal parties there on Fridays and Saturdays. Buy a good big hip-flask in B.A. or New York; you will find it invaluable. When travelling in a night train always get a lower berth or even a cabin to yourself; the difference is worth while. There is an A.I. YMCA in Montreal, while in Toronto you can get excellent and cheap meals at the Active Service Canteen in Adelaide Street. Another point worthy of mention is that I'd recommend ~~me~~ that you use a double surname like myself. The moral effect on them is tremendous. I hope you will keep me informed (by airmail) of your movements and doings and any problemns you may raise, I might well be able to help you out. You will not find the Canadians half so hospitable as the americans - they are a curious crowd I haven't yet been able to make out myself. Find out from his sister, who is Mr.Bauer's secretary, what Leonard Hughes address is with the RCAF; he should still be there by the time you arrive, is a hell of a good chap and an old pal of mine. Beware of the women, who are damned attractive - and don't get serious involved with any. If I fell you can imagine what a wallop susceptible blokes like yourself can come to. Ojo, as they say. With a bit of luck, you ought to be over here about this time next year - if I have not gone overseas. Go for a pilot and in case you get scrubbed, make a point at I.T.S. (Initial Training School) to get over 90% in Maths, which will book you for an observer in such an eventuality. For the rest, old chap, you'll just have to look after yourself. There is a lot of valuable "gen" in this letter, so I should recommend you to make a copy and keep it in reserve. I shall write shortly to most of my friends and warn them of your impending arrival. Are you off on your own or with some other blokes? Write to me before you leave with details of your plans. Cheerio old bloke and all of the best in your ventures. If your ship stops any time in Santos, make for Sao Paulo and look up Wellington, the manager of the S.P.Railway and explain your situation. He'll give you a rollicking time. Cheerio.

Deryck

C.G.H.Kennard Esqre., P/O J.D.Hore-Kennard RCAF J9309

AIR FORCE No. R95771

SURNAME: HORE-KENNARD, FULL CHRISTIAN NAMES: JOHN DERYCK

J9309

OFFICER RECORD OF SERVICE AIRMEN

ENLISTMENT PLACE Ottawa, Ont. DATE 27-3-41 RE-ENLISTMENT

C.R. FILE NUMBER SR.

R.C.A.F. FORM R44(a) SOM-10-40 (7685) H.Q. 1062-3-58

1. POSTING (INDICATE S.O.S. AND T.O.S.)

S.O.S. OR T.O.S.	UNIT AND PLACE	EFFECTIVE			D.R.O.
TOS	IMD Toronto	27	3	41	IMD75
SOS	IMD Toronto	21	4	41	IMD94
ToS	I.T.S. Toronto	22	4	41	ITS96
SoS	ITS Toronto	28	5	41	ITS126
TOS	7 EFTS Windsor, Ont	29	5	41	7EF42
S.O.S.	7 EFTS Windsor	12	6	41	7EF49
TOS	Composite School Trenton	13	6	41	E142
SOS	Trenton	7	7	41	E160
	# 9 A.O.S. Dorval Que				E163
TOS	# 9 A.O.S. St Johns Que	8	7	41	9AOS1
SOS.	9 AOS St Johns Que	27	9	41	9AOS54
TOS	1 OTU Mountain View	28	9	41	MV134
SoS	Mt View	7	11	41	MV167
TOS	2 ANS Pennfield Ridge NB	8	11	41	2ANS98
SOS	2 ANS Pennfield Ridge	18	12	41	2ANS126
	1 Y. Depot Halifax				
SOS	2 ANS Pennfield Ridge	8	12	41	2ANS131
	Draft to Commission	9	12	41	2ANS131
SOS	2 ANS Dn appl	9	12	41	
SOS	2 ANS Pennfield Ridge	10	12	41	2ANS131
SOS	1 Y Depot Halifax	11	12	41	1Y313
SOS	1 Y Depot & RAF (S. Prot)	6	1	42	1Y19
	Emb Can 7-1-42 per 3 PRC	24	1	42	PRC6
SOS	to 3 RS from 3 P.R.C.	4	3	42	PDR12
SOS	3 R S to #47 Sqdn	7	5	42	PDR26
TOS	O/Seas Hq Ad Unit from 620	17	9	44	OA239
SOS	o/seas HQ	8	2	45	OA44
	3 B (CAF) PFC				
TOS	1 Reg. Lachine for OS	27	9	45	1Rep46
SOS	1 Rep Lachine	4	10	45	1Rep46
	& Re Toronto				

2. RECLASS'NS-PROMOTIONS-ETC.

RANK	EFFECTIVE			D.R.O.
AC2	27	3	41	IMD75
Lac	28	5	41	ITS126
Sgt Temp pd	7	11	41	MV167
P/O	9	12	41	1Y313
	14			
P/O 9-12-41 (a/c 3/5-1-42)				YCG34/21
TEO 1-10-42 (a/c 202.2) 20-11-42				YCG25 4/15
T/F/L 9-12-43 (G/B 795)				
31 T R 9-12-43 (a/c 22) 24-1-44)				
Retired 9-11-45 (a/c R43 3) 25-11-45				

3. MEDICAL HISTORY

EXAMINATIONS (IN RED INK)

DATE	FORM	CATEGORY	REMARKS

HOSPITALIZATION (IN BLACK INK)

HOSPITAL QUARTERS	ADMITTED CONFINED	DISCHARGE RET'N DUTY	D.R.O.
27-3-41	R100	A1B / A3B	ITS96
STATION SICK BAY	22-4-41	26-4-41	ITS100
1-5-41	M2	A1B A3B	

4. TRADE AND CHARACTER

TRADE	GROUP	EFFECTIVE			D.R.O.
Pilot Obs	1	27	3	41	IMD75
Airman Pilot		28	5	41	ITS126
Air Obs.		26	6	41	6153
Air Obs Spec		7	11	41	MV167
103					1
		24-8-45.			
Gen List (SR) Air Obs		9-12-41 (a/c R3/5-1-42)			
Gen List (SR) Navigator (Radio)		23-7-42 (POR 84)			
2-42 Y 97 RO 115 /42) (20 ANS 131) (1Y 313)					
12-42)					

TRADE PROFICIENCY	CHARACTER ASSESSMENT	DATE OF R41

SOS (RET) RESD DIS PARA 15 (1)(i) completion

Voluntary Service Emergency EFF 8-11-45

FIRST RVF, FIRST CLASS (YES) (NO) CLOTHING ALLCE (YES) (NO)

REHAB GRANT (YES) (NO) VDR BADGE BADGE No. n/a

FORWARDED LEAVE FROM ~~one~~ TO

ADDRESS ON RELEASE

Buenos Aires Argentina, South America

AUTH 4 R & P 266 ~~TSG~~ COMPLETED Postings Related PARs.

SoS: 85 Grp BRC. 15-7-45. (BPOR 349/45. #27/45

SOS (3 PRC) 1 R'Dy 4-9-45 BPOR

5. COURSES-TESTS-ETC.

SUBJECT	RESULT	DATE	AUTHORITY
to 29 7EF271	failed	28 5 41	TS89
28 m D " 25		15 7 41	
28 m D " 25		10 11 41	
Advan Observing Cse 3rd	83%	8 12 41	T81

6. LEAVE

FROM	TO	DAYS	REMARKS	D.R.O.
3-7-41	7-7-41	4		E159
10-12-41	28-12-41	18		2ANS126
1-10-44	31-12-44	30/62	Annl & T.T.	#245
5-10-45	4-11-45	30	Spec.	1Rep46
		5	Privilege.	BPOR351/45

PA J 9309

R.C.A.F. R.47
100M—10-40 (7391)
H.Q. 1062—3—56

ROYAL CANADIAN AIR FORCE

OFFICER'S APPLICATION AND RECORD SHEET

Date December 31st. 1941.

I have the honour to apply for an appointment to the Special Reserve (Non-Flying List) (General List)

Please read these notes before completing the form:—

(a) All questions must be answered in candidate's own handwriting. It is not sufficient to leave a space for reply, blank. Write "N.A." if "Not Applicable". Incorrect answers may prejudice an applicant's chance of selection.

(b) Where spaces are inadequate, information should be given on foolscap paper attached to and identified with this application.

(c) Paragraphs 35, 36 and 37 must be signed, dated and witnessed.

(d) The submission of false information or falsified documents in connection with this application may render the applicant liable to Prosecution.

1. Surname HORE-KENNARD (Use capital letters)

2. Christian Names JOHN DERYCK (Use capital letters)

3. Date of Birth 31st. May 1915 Place Montevideo, Uruguay, S.America. City Province Country

4. Permanent Address ~~Estancia "Albion", Pascanas F.C.C.A., Provincia de~~ Cordoba, Argentine Republic, South America.

5. Present address for correspondence stating date until which it holds good. c/o The River Plate London Committee, River Plate House, Finsbury Circus, London E.C.2, England. Telephone

6. Nationality (If Naturalized Canadian, proof of naturalization must be submitted) British

7. Religion (State denomination, e.g., C. of E., R.C., U.C., etc.) Chruch of England

8. Next of Kin (Name) Douglas Walter Kennard Relationship Father
Address c/o CRESUD S.A. Ltda., Reconquista 165, Buenos Aires, Argentine

9. Father's name in full Douglas Walter Kennard Alive Deceased Alive
Address c/o CRESUD S.A., Ltda., Reconquista 165, Buenos Aires, Argentine
Birth Place Maidstone, Kent, England Nationality British
Profession Rancher
Mother's maiden name in full Lilian Louise Hore Alive Deceased Deceased
Birth Place Montevideo, Uruguay, South America

10. Has either parent acquired any other nationality? (If so, full particulars and date must be given) NO

11. Single, Married, Widower, Divorced, Separated? Single
Particulars of Marriage None (Date) None (Place)
Full maiden name of Wife None Birthplace None

12. Particulars of Children:— None

NAME	DATE OF BIRTH	PLACE OF BIRTH

P.R. 5 JAN 23 1942

13. Person or persons to be notified in case of casualty:—
Name Douglas W. Kennard Relationship Father
Address c/o CRESUD S.A. Ltda., Reconquista 165, Buenos Aires, Argentine

14. Education:—

SCHOOLS	DATES IN ATTENDANCE FROM	DATES IN ATTENDANCE TO	COURSES	DIPLOMAS AND DEGREES
St. George's College, Buenos Aires	1925	1930		
King's School, Canterbury, Kent, England	1930	1933	Senior Matric	
Universities				
None				

15. Special Civil Courses or Examinations other than in 14 above, Correspondence Courses, etc.

None

16. Civil Employment, from leaving school to present in chronological order, and Reasons, if any, for leaving:—
(If space does not permit full details of civil duties supplementary memorandum should be attached to and identified with each copy of this form.)

NAME AND ADDRESS OF EMPLOYER	FROM	TO	DUTIES	CAUSE OF LEAVING
J. & E. ATKINSON Ltda., S.A., Calle Fraga 1155/9, Buenos Aires, Argentine	1934	1940	Accountant	

17. Clubs or Organizations of which applicant is a member Club Nautico San Isidro, O.K.S. x Society, Squash Club, and English Club, Buenos Aires.

18. Previous Service with Navy, Army, Air Force, Permanent or Non-Permanent:—
(If in the Air Force state nature of duties, *e.g.*, Pilot, Observer, Technical or Ground duties and if entitled to wings.)

FULL NAME OF UNIT	FROM	TO	RANK	DUTIES
King's School Canterbury, OTC	1930	1933	Private	--

19. Reason for Termination of last Service Engagement None

20. Details of Ground Officer's Duties Performed ----

21. Experience as Teacher or Instructor (Service or Civilian):—

SUBJECT	FROM	TO	UNIT	PLACE
None				

22. Have you ever been or are you now in receipt of a Disability Pension? No

If so, state nature of disability: No

Particulars of other Pension: No

23. Honours and Awards (Quote authority—*London* or *Canada Gazette*) N/A

24. Service Courses taken:— OBSERVER

TYPE OF COURSE	PLACE	FROM	TO
No.1 ITS, Eglington, Toronto, Ont.			
No.9 AOS, St.John, P.Q.			
No.6 B. & G., Mountain View, Ont.			
No.2 ANS, Pennfield Ridge, N.B.			

25. Have you previously applied for a Commission or for enlistment in the Royal Canadian Air Force or any of its auxiliaries? If so, state:—

N/A
(Unit and Place) (Date) (Result)

26. Have you any knowledge of internal combustion engines, construction of aircraft, mechanics or electricity?

N/A

27. Types of Aircraft Flown (Service or Civilian):—

PLACE	LIST FLYING HOURS BY YEARS	REMARKS
N/A		

28. Total Flying Time N/A
(Hours) (State Type and No. of Licence held)

29. Sports and games played, and whether extensively, moderately or occasionally.

Rugby, Yachting, Squash, Tennis, Golf, Ski-ing (extensively)

30. Hobbies Photography, Music, Literature

31. Languages spoken, or written (State proficiency) SPANISH, fairly fluent, spoken & written
Smattering of French and German

32. Any other remarks or information not included in the foregoing—

N/A

33. Names and present addresses of responsible persons (preferably including employer), able to certify from personal knowledge of the candidate's career, as to his suitability for commissioned rank.

Name CYRIL S. ATKINSON (in capitals) Name GEORGE A. ELLISON (in capitals)
Address Calle Praga 1155/9 Buenos Aires, Argentine Address Calle Cangallo 315, Buenos Aires, Argentine
Profession Director of J. & E. ATKINSON Profession Director of BOVRIL Ltd.

Name RALPH JACKSON, D.D. (in capitals) Name ARCHIBALD W. BELL (in capitals)
Address St. George's College, Buenos Aires, Argentine Address Estancia "San Jorge" Eldia FCP, Argentine
Profession Headmaster Profession Rancher

34. NOTE:—
The applicant must be prepared to provide, if required, references from his former headmaster, employer or other person. The Department is not prepared to enter into correspondence, whether officially or unofficially, with persons other than those whom the candidate has nominated; and the Selection Board will disregard recommendations from any persons who are not directly and personally acquainted with the candidate's work, at school, university, in industry or business, in H.M. Forces or otherwise. **Applicants are cautioned not to prejudice their candidature by endeavouring to enlist the support of persons inside or outside the Service who they consider might have some influence.**

35. CERTIFICATE

The foregoing information was personally compiled by me and is correct to the best of my knowledge and belief. I understand that His Majesty may exercise the right at any time to dispense with the services of an Officer on probation.

Witness [illegible] P/O Signature J. Dore Kennard P/O
Date December 31st. 1941.

36. AGREEMENT

If selected, I agree to accept a Commission in the Royal Canadian Air Force, Special Reserve (Non-Flying List) (General List).

Witness [illegible] P/O Signature J. Dore Kennard P/O
Date December 31st. 1941.

37. DECLARATION

I, John Deryck HORE KENNARD, having made an application, dated

() for a Commission on the Special Reserve of the R.C.A.F. do hereby declare, provided my said application is accepted, that I am willing to serve on Active Service, anywhere in Canada, also beyond Canada and Overseas for the duration of the present war, and for the period of demobilization thereafter, should His Majesty so long require my services.

Witness

Date December 31st. 1941. Signature

Place Halifax, N.S.

38. (a) Location of Will

(b) Entered in Officer's Records by

(Rank) (Date) (Place)

CERTIFICATE OF MEDICAL EXAMINATION

Name in full

PART 1. Information obtained from the applicant:—

1. Age 2. Have you ever suffered from any of the following defects in health?

(a) Rheumatism
(b) Tuberculosis
(c) Bronchitis or Asthma
(d) Heart Disease
(e) Kidney or Bladder Disease
(f) Stomach or Bowel Trouble
(g) Rupture
(h) Varicose Veins
(i) Flat or Deformed Feet
(j) Nasal Trouble
(k) Ear Disease
(l) Eye Disease
(m) Epilepsy
(n) Nervous or Mental Disease
(o) Syphilis
(p) Gonorrhoea
(q) Bone Fracture
(r) Other Disease or Defect

3. Have you ever worn glasses?

4. Have you had any illness of more than one week's duration?

Signature of Applicant.

Examiner's remarks *re* above

PART 2. Information obtained by Medical Examination (Applicant must be stripped):—

1. Identification marks or scars (if operative, obtain history)

2. Height Feet Inches
3. Weight lbs.
4. Complexion
5. Colour of eyes Hair
6. Development { Good / Fair / Poor }
7. Chest measurement—full expiration inches
range of expansion inches
8. Hearing—Right Left
Tympana—Right Left
9. Vision—Without Glasses—Right
Left
Colour Vision
With Glasses—Right
Left
10. Condition of mouth and teeth
11. Heart and blood vessels
12. Blood Pressure—S D
13. Reflexes
14. Urine—Albumen Sugar
15. Abnormalities (Congenital and Pathological) found on Examination

PART 3. The candidate has been examined in accordance with existing standards and he is considered fit for Category

General Impression and any special remarks of Medical Officers

Date 19

(President) (Member) (Member)

R95771 — A.F. No.
HORE KENNARD — Surname
John Deryck — Christian Names
Anglican — Religion

Born May 21/15 Place Montevideo Country Uruguay Citizen of ~~Argentina~~ Uruguay Racial Origin English

ENLISTMENT	CIVIL EDUCATION	PREVIOUS SERVICE
ce 27/3/41	High School Entrance — Jr. Mat. — Sr. Mat. 5 yr High	O.T.C. Canterbury, Eng. 1931-33
At Ottawa	Technical School — Corres. Courses	
Term. duration of war	University	

RANK	DATE	Med. Cat.	Date
AC2	27/3/41	A,B A2,B2	26/3/41
LAC	28 5 41		
Flight	7 11 41		

CIVIL OCCUPATIONS AND EXPERIENCE

1934-41 Accountant - Perfume Co.

COURSES AND TRADE TESTS

Trade	Grp.	%	PorF	Date Rem.	Trade	Grp.	%	PorF	Date Rem.
Pilot a/c				26/3/41	Observer	Std	DRO 153/41	P	26 6 41
Observer					Observer	Std	74.5	P	25 9 41
Pilot				28 5 41	Elec. Sp. Gyro			P	7 11 41

PARTICULARS OF FAMILY — S

Wife — Maiden Name — Present Address (in pencil)

Children — Names	Date of Birth	Place of Birth

NAME(S) ADDRESS AND RELATIONSHIP OF PERSONS TO BE INFORMED OF CASUALTIES (in pencil)

(Father) Douglas W Kennard, "El Nidal" La Cumbre, Cordoba, Argentina

LEAVE

From	To	Auth. and Description
3-7-41	7-7-41	(4 days) DRO 159/41
10-12-41	25-12-41	15 days DRO #126

CHARACTER AND TRADE ASSM. HONOURS, AWARDS AND MENTIONS

Date	Character	Trade and Assm.	Honours and Awards	Signature
7-11-41			Awarded Pilot Badge.	

MOVEMENTS AND CASUALTIES

Authority	Unit from	Unit to	Date	Authority	Unit from	Unit to	Date
	RC	# 1 M.D.					
MB 113 / DRO 75/41	Ottawa	Toronto	27/3/41				
DRO 94/41	#1 MD	#1 I.T.S.	21/4/41	DRO 169	#6 B&G	#2 S.F.T.	8-11-41
	Toronto	Toronto			Pat/Com	Sea Ridge	
				DRO #98d/11-11-41 TOS	#6 O.T.U.	Sea Ridge	8-11-41.
DRO 100/41	Dunlop Sta	Lac Boy	26-4-41	DRO #126d/15-12-41 SOS	2 mos	#1 Orpd	10-12-41
" 126/41	#1 ITS	#7 GAPTC			Pennfield	Halifax	
	Toronto	Moncton	28-5-41	issued special T.S.	#C 4041	2d/4-12-41	
DRO 49 DRO 142/41	Moncton	(SIMPOS TC) Debert	12/6/41				
DRO 160/41	TRENTON	Embarked St John's	7-7-41				
505. DRO 54/41	#9 BDS.	#6 B&G MT. VIEW	25-9-41				

R.C.A.F. R.44C
100M—12-40 (8755)
H.Q. 1062-3-58

(OVER)

R.C.A.F. T.58a

R.95771 Hore Kennard, J. D.
LAC

PART II

ELEMENTARY TRAINING

1. No. 7 E.F.T.S. Course No. 29 From 26.5.41 To 15.7.41

2. Flying Time:

FLYING TRAINING

Aircraft	Total Dual	Total Solo	Instrument Flying	Passenger	Total	Link Trainer
Fleet Finch II	12.35	---	----	----	12.35	1.5 hrs.

3. Results of Flying Tests: Progress Test 45 % Final Test % Instr. Fly %

4. Ability as a Pilot (Ex., A.A., A., Below Av., Poor) Poor Pass or Fail Fail

5. Recommended for Training on T.E. or S.E. aircraft NA

6. Remarks on Flying Progress and points which requires special consideration

Continuous airsickness. Heavy and tense on controls. Slow to learn. Would not make service pilot in time allowed.

Chief Flying Instructor

Date 12.6.41

7. GROUND TRAINING

Subject	Maximum Marks	Marks Obtained	Subject	Maximum Marks	Marks Obtained
Airmanship.....	200		Th. of Flight.....	100	
Airframes.....	100		Air Nav.....	~~200~~ 100	100
Aero Engines.....	100		Arm. (Oral).....	200	
Signals (Prac.)....	100		Quals. as an Officer	200	

Maximum Marks 1200, Marks Obtained....Average.....Percentage.....
Pass or Fail.....Position in Class.....No. in Class.....

8. Commissioned Rank (appears suitable or unsuitable).....NA.....

9. General Remarks (ability, conduct, etc.) Average student. Very good in Navigation. ~~XXX~~ No other tests. Class Conduct and Deportment good.

Chief Ground Instructor

Date 12.6.41

for Chief Supervisory Officer

No. 7 E.F.T.S. Windsor, Ont.

Date 12.6.41

To be passed to No. 1 C.O.T.S. TRENTON ONTARIO

PART III

ARMAMENT TRAINING

1. No. 6 B.G.S. Course No. 28 From 29-9-41 To 7-11-41

Air Training

2. Flying Time:—

Aircraft	Bombing		Gunnery		Passenger	Total
	Day	Night	Day	Night		
Battle	13 . 15		10. 35		7 . 50	31 . 40
					Brought Forward	79. 05
					Grand Total	110.. 45

Air Exercises

3. Bombing:—
 (a) Individual High Level Bombing—Stationary Target (results converted to 10,000 ft.).
 (i) Average error of all exercises 156 yds. (ii) Average error of best exercise 140 yds.
 (b) Low Level Bombing—Average error of all exercises 87 yds.
 (c) Total No. of Bombs Dropped—High Level 42 Low Level 8
4. Air Gunnery:—
 (a) Beam Test (Average % hits to rounds fired) 8. %
 (b) Beam Relative Speed Test (Average % hits to rounds fired) 4.2 %
 (c) Under Tail Test (Average % hits to rounds fired) 10.2 %
 (d) Total No. of Rounds Fired—Air to Air 1236

Assessment

5. Examination Results:—

Subject	Maximum Marks	Marks Obtained	Subject	Maximum Marks	Marks Obtained
Bombing (W)	150	123	Gunnery (W)	100	92
Bombing (P)	150	120	Gunnery (P)	100	77

6. Proficiency as Bomb Aimer 300 Marks. Marks obtained 205
7. Remarks His bombing results are considered very satisfactory.
8. Proficiency as Air Gunner 200 Marks. Marks obtained 148
9. Remarks His air firing results are above average.
10. ~~Qualities as an Officer or N.C.O. 200 Marks~~ Character & Leadership 300 Marks. Marks obtained 169
11. ~~Total Assessment 1200~~. Marks obtained ~~765~~ 934 Percentage ~~76.5~~ 77.8 Pass or Fail Pass
 Total Ground & Air Training Marks (Max. ~~1000~~ 1200) Position in Class 18 No. in Class 36
12. Commissioned Rank (Appears suitable or unsuitable) Suitable

 S/L
 Chief Instructor

 No. 6 B. & G.S. Date:— 7-11-41

13. General Remarks He is an excellent type of man with a pleasing personality and is well bred. He is suitable for Commissioned Rank.

 W/C
 Officer Commanding

 No. 6 B. & G.S. Date:—7-11-41

*To be passed to No. 2 A.N.S.

*In the case of Air Observers who do not proceed to an Air Navigation School Paragraphs 12 to 14 of Part IV will be completed at the Bombing and Gunnery School.

PART IV

ADVANCED AIR OBSERVERS TRAINING (At Air Navigation School)

1. No. 2 A.N.S. Course No. 28 From 10/11/41 To 8/12/41

Air Training

2. Flying Time:—

Aircraft	Day		Night		Passenger	B.G.S.	Total
	1st Nav.	2nd Nav.	1st Nav.	2nd Nav.			
	7:15	10:15	6:45	14:00			38:15
Brought Forward	26:43	36:32	5:55	9:55	7:50	23:50	110:45
Grand Totals	33:58	46:47	12:40	23:55	7:50	23:50	149:00

3. Proficiency as Air Navigator 250. Marks obtained 220

4. Remarks on Air Training and points which require special consideration **Has done consistently good work. Log and chartwork good.**

Ground Training

5. Examination Results:—

Subject	Maximum Marks	Marks Obtained
Astronomical Navigation (Plotting)	150	140
Astronomical Navigation (Written)	100	90

6. Remarks on Ground Training **Interested and a hard worker. Has done exceptionally well throughout the course.**

7. Total Assessment 500. Marks Obtained 450 Pass or Fail **Pass**

8. Position in Class 4 No. in Class 77

9. Assessment as Air Navigator (Ex., Above Av., Av., Below Av., or Poor) **Ex.**

10. Recommended as an Instructor (Yes or No) **Yes**

11. General Remarks on Training, Ability, etc. **Will make an excellent air navigator. A valuable man in any crew.**

Chief Instructor

No. 2 A.N.S. Date:— 12/12/41

12. Final Assessment (A.O.S., B.G.S. and A.N.S.)

Subject	Maximum Marks	Marks Obtained	Subject	Maximum Marks	Marks Obtained
Air Observers' School	1800	1522	*Air Navigation School	500	450
Bombing and Gunnery School	1200	1200	Total		2906

Percentage 83.0 Pass or Fail **Pass** Position in Class 3 No. in Class 77

13. Recommended for Commissioned Rank **Yes** (Yes or No) Assessment 43/50 **Ex.** (Ex., Above Av.)

14. Remarks **Has done a good job as class senior. Well educated and has a good background. Has set an example to the rest of the class throughout the course. Excellent material, will make an efficient officer.**

Officer Commanding

No. 2 A.N.S. Date:— 13/12/41

15. Awarded Air Observer's Badge (date)

Officer Commanding

* Delete if not applicable.

Comm

MEDICAL INTERVIEW

Interviewer.....J 9309 Date.....June 23/41

Name. Hore. Kennard. J.D. Number. R95771 Rank. LAC.

Nationality. British (S America) Age. 26. Education. Equiv. Jr. Mat.

Trade. Accountant Recruit Centre. Ottawa

Original Choice. Pilot

School 1. #1 I.T.S. 2. #7 E.F.T.S. 3..... 4.....

Instruction (a) course #24. c. #29. Ausiliary

Reasons for C.U. 1. Physical × — ear sick 1× but cured on medical treatment.
2. Ground subjects
3. Flying Ability (a) × — Heavy + hence on (b) controls. slow.
4. Aversion to flying
5. Discipline Has Subject o.k.

Special Examinations No mastoid eye / ear Rt hand / no no dommuicl.

Link Result:.....

.....

Remarks and Personality Assessment: navigat^n 100%.
I.T.S. marks 92%. total 86% - 50 in 43 hrs.
20 hr - 45%. 1 hrs 12.35 + no solo.
2nd choice: OBS.
No personal worries.
Sex + social military adjustment
Good.
Excellent maturation.
Mother dead - father retired - comes
from S. Am. to enlist.
Wants to stay in Ontario.

Date of Re-selection Committee..... Reselected for.....

Summary - Excellent air crew
material. Mature sensible stable
good naught + judgment - highest
maturation. Dependable &
sincere. Ideal type for A.

ROYAL CANADIAN AIR FORCE (MEDICAL BRANCH)

Report on Training at the E.F.T.S.

SYNOPSIS OF THE REPORTS AND OPINIONS OF THE FLYING INSTRUCTORS

as recorded by the Medical Officer:

(LAC. Hore Kennard J.E.)

This Students flying training was discontinued for the following reasons.

(a) He was heavy & tense on the controls,

(b) Very nervous type,

(c) Consistently Airsick.

(d) Slow to learn,

(e) He swung badly on take offs & skidded on turns,

ROYAL CANADIAN AIR FORCE (MEDICAL BRANCH)

Report on Training at the E.F.T.S.

(LAC.Hore-Kennard J.E.).

REASONS FOR TRAINING CEASED

1. Lack of Air Sense, Airmanship, Judgment.
2. Landings and Forced Landings.
3. Take-offs. X X X.
4. Hands and (or) feet.
5. Turns (Climbing, Medium, Steep, Gliding). X X X.
6. Aerobatics and Spins.
7. Ground Subjects.
8. ~~Poor~~ Conduct and Application. Very Good.
9. Other Causes. Tense on Controls X X X
 Consistently Airsick. X X X.
 Slow to learn. X X X.

Medical Findings.

This Student was very frequently airsick during his training,however this seemed to be clear -ing up under treatment in the latter part of his training here.He had no other illness while posted at this Station & is fit for all aircrew duties.

ROYAL CANADIAN AIR FORCE (MEDICAL BRANCH).

Report on Training at the E.F.T.S.,

6866mary of Medical Officer

(LAC HoreKennard J.E.)

Reasons for washout are as listed on page two. This Student is a fine clean cut well mannered mature English chap & should make excellent Air Observer Material.He likes mathematics & did exceptionally well in navigation while here. As already stated on page three he is fit for all Aircrew Duties.

J.G. Johnston

(J.G.Johnston)F/lt.,
Medical Officer i/c.,
7 E.F.T.S.,R.C.A.F.
Windsor Ontario.

COURSE	FROM	TO	RESULT	
Air Observers Course, St. Johns, Que.	7-7-41	29-9-41	Passed, 84.5%	4th
Armament Training, Mountain View, Ont.	29-9-41	7-11-41	Passed, 77.8%	7th
Advanced Air Observers Training, Pennfield Ridge	10-11-41	8-12-41	Passed, 83.0%	3rd

NAME HORE-KENNARD. J.D. No. J.9309

Form No. M.76...cut and punched to be used in the "NU-STYLE" Binder, Model No. A.15F. R.C.A.F. T-118 VISIBLE RECORDS LTD., TORONTO, CANADA 10M-10-41 (1145) H.Q. 865-T-118

J. DERYCK HORE-KENNARD

RECORD OF SORTIES

May 14, 1942 – March 25, 1945

With RCAF 409 Sqn: From RAF Coleby Grange

14/5/42	Single engine flying and air test	
Beaufighter R2440	P/O Robb, P/O Hore-Kennard	20.20 – 20.50
15/5/42	Unspecified flight	
Beau R2321	P/O Woodward, P/O H-K	14.30 – 16.45
16/5/42	Flying under instructions from Ground Control Interception Station - GCI (Staythorpe)	
Beau R2466	P/O Woodward, P/O H-K	14.25 – 16.25
17/5/42	Night flying training and camera gun training (NFT & C/gun)	
Beau R2321	F/L Stewart, P/O H-K	15.25 – 17.15
23/5/42	Coleby to Upavon flight	
Beau R2276	F/L Mcmillan, P/O H-K	12.10 – 13.15
	And return	14.15 – 15.05
26/5/42	Air to sea firing	
Beau R2440	F/L Mcmillan, P/O H-K	14.30 – 15.45
29/5/42	Air to sea firing	
Beau R2452	Sgt. Thomas, P/O H-K	15.15 – 16.20
29/7/42	Patrol with GCI Staythorpe	
Beau X8198	S/L Martin, P/O H-K	23.00 – 01.15
	3 practice interceptions	
3/9/42	GCI Orby scramble	
Beau X8198	S/L Martin, P/O H-K	02.35 – 03.35
	One bogey chased – found to be a Whimpey	
	Also second scramble – Orby, 20.50 – 23.00	
	No contact made – no trade	
6/9/42	GCI Orby patrol	
Beau X8198	S/L Martin, P/O H-K	03.25 – 05.25
	Scramble, Digby sector, no trade	
7/9/42	Patrol GCI Orby	
Beau VI X8198	S/L Martin, P/O H-K	00.40 – 02.25
	Scramble GCI Staythorpe – no trade	
8/9/42	Patrol GCI Orby	
Beau VI X8162	F/O Thompson, P/O H-K	07.10 – 08.20
	Scramble Digby sector, no trade	
17/10/42	Orby patrol	
Beau X8154	S/L Martin, P/O H-K	18.55 – 19.19.25
	Recalled bad weather	

29/10/42	Orby patrol	
Beau X8142	S/L Martin, P/O H-K	17.00 – 18.10
	One run on Orby as target angels 6 run as fighter not completed as weather u/s	
27/11/42	Orby patrol	
Beau VI X8442	S/L Martin, F/O H-K (note: F/O)	17.15 – 18.25
	Sea sweep on Orby – no interceptions – recalled – weather u/s	
9/12/42	Orby patrol	
Beau X8442	S/L Martin. F/O H-K	17.30 – 20.15
	Sea sweep Orby 2 interceptions	
17/12/42	Scrambled	
Beau X8442	S/L Martin, F/O H-K	22.00 – 22.20
	Scrambled after hostile but A.I radar went u/s and returned to base	
9/1/43	Orby patrol	
Beau X8442	S/L Martin, F/O H-K	17.50 – 20.10
	No enemy activity, 2 practice interceptions	
13/1/43	Orby patrol	
Beau X8442	S/L Martin, F/O H-K	17.40 – 19.05
	One interception, no enemy activity, returned to base weather u/s	
26/1/43	Staythorpe patrol	
Beau X8267	S/L Martin, F/O H-K	22.05 – 23.05
	Practice interceptions, A.I went u/s, returned to base	
29/1/43	Orby co-op	
Beau X8442	S/L Martin, F/O H-K	18.20 – 21.05
	Two interceptions	

With RCAF 409 Sqn: From RAF Acklington

2/2/43	Flight – local routes	
Beau X8191	S/L Elms, F/O H-K	18.20 – 19.10
	Recalled – weather bad	
6/2/43	Orby patrol	
Beau X8162	S/L Elms, F/O H-K	20.45 – 22.55
	One interception, no trade	
7/2/43	Orby patrol	
Beau X8250?	S/L Elms, F/O H-K	18.25 – 21.10
	3 interceptions, investigated 1 bogey	
9/2/43	Scramble	
Beau X8268	S/L Elms, F/O H-K	01.10 – 02.55
	One smack, no joy, one NFT, no night flying, weather u/s	
11/3/43	Cross country flight to Dren	
Beau X8679	S/L Elms, F/O H-K	20.05 – 20.45

14/3/43 Beau X8679	Weather test S/L Elms, F/O H-K	20.10 – 21.00
14/3/43 again	Scramble S/L Elms, F/O H-K No joy	23.00 – 00.35
22/3/43 Beau X8679	Scramble S/L Elms, F/O H-K One contact, no trade	22.40 – 23.45
24/3/43 Beau X8679	Scramble S/L Elms, F/O H-K One contact **Ju88 shot down!!** **As per combat report**	23.50 – 01.55
8/4/43 Beau X8679	GCI co-op (Nor) S/L Elms, F/O H-K Weapon u/s	21.00 – 23.00
11/4/43 Beau X8679	GCI co-op (Nor)? S/L Elms, F/O H-K 2 interceptions, no trade	22.10 – 00.10
12/4/43 Beau X8679	GCI co-op S/L Elms, F/O H-K 2 interceptions, no trade	22.10 – 00.10
15/4/43 Beau X8679	S.L. co-op S/L Elms, F/O H-K ? (cannot read) successful	23.10 – 01.40
16/4/43 Beau X8679	GCI co-op (Nor) S/L Elms, F/O H-K 2 interceptions, no trade	22.15 – 00.15
19/4/43 Beau X8679	GCI co-op (Nor) S/L Elms, F/O H-K 1 interception, no trade	00.40 – 02.20
28/4/43 Beau X8679	GCI co-op (Nor) S/L Elms, F/O H-K 2 runs completed	01.15 – 02.30
28/4/43 again	Night flying test Test OK	21.45 – 22.15

With RCAF 409 Sqn: From RAF Coleby Grange and then various:

1/5/43 Beau X8679	GCI (Nor) S/L Elms, F/O H-K 2 runs and 2 visuals	23.00 – 01.05
6/5/43 Beau X8679	GCI (Nor) S/L Elms, F/O H-K 1 run successful	23.00 – 00.440

10/5/43	GCI (Nor)	
Beau X8679	S/L Elms, F/O H-K	23.15 – 01.30
	2 runs successful	
13/5/43	GCI (Nor)	
Beau X8679	S/L Elms, F/O H-K	23.30 - 00.50
	Returned weapon u/s	

15/5/43 **S/L Elms and F/O Hore – Kennard posted in to RCAF 410 squadron for flying duties.**

With RCAF 410 Sqn:

14/7/43	Scramble	
Mosquito HJ940	**Wing Commander** Elms, F/O H-K	01.25 – 01.30
	No contacts	
17/8/43	Patrol	
Mos HJ827	W/C Elms, F/O H-K	21.10 – 01.30
	Ordered to patrol Grove aerodrome. Unable to pinpoint but patrolled estimated area for 40 minutes	
6/9/43	Intruder	
Mos HP848	W/C Elms, F/O H-K	20.30 – 00.20
	Target – patrol and bomb Laon airfield, 2 x 250 lb bombs dropped, no results observed. Returned – sortie uneventful	
8/9/43	Scramble	
Mos DE251	W/C Elms, F/O H-K	20.08 – 23.00
	No contacts	
16/9/43	Scramble	
Mos DD753	W/C Elms, F/O H-K	23.20 – 01.00
	No contacts	
26/9/43	" Mahmoud" patrol (orbiting enemy nightfighter beacons)	
Mos DZ656	W/C Elms, F/O H-K	20.05 – 22.25
	Patrol abandoned due to jamming of A.I set	
28/9/43	Scramble	
Mos ?	W/C Elms, F/O H-K	00.55 – 02.25
	No contact	
2/10/43	Mahmoud patrol	
Mos HJ944	W/C Elms, F/O H-K	19.25 – 22.25
	Patrolled points A.H and S, sortie uneventful	
16/10/43	Mahmoud patrol	
Mos HJ944	W/C Elms, F/O H-K	19.00 – 19.50
	Ordered tp patrol points A.G and H, but returned to base on advice from Coltishall	
30/10/43	Scramble	
Mos DD753	W/C Elms, F/O H-K	20.00 – 22.10
	Uneventful	

3/11/43	Scramble	
Mos DD753	W/C Elms, F/O H-K	18.45 – 21.20
	Uneventful	
4/11/43	Patrol	
Mos EJ944	W/C Elms, F/O H-K	20.00 – 23.05
	Contact on bogey which was abandoned due to trouble with A.I.	
11/11/43	Patrol	
Mos DD753	W/C Elms, F/O H-K	17.55 – 18.55
	Uneventful	
21/11/43	Patrol	
Mos DD753	W/C Elms, F/O H-K	20.00 – 21.30
	Uneventful	
1/12/43	Scramble	
Mos DZ251	W/C Elms, F/O H-K	19.50 – 22.05
	No contacts	
20/12/43	Patrol	
Mos HK432	W/C Elms, F/O H-K	17.55 – 19.20
	No contacts	
21/12/43	Scramble	
Mos HK432	W/C Elms, F/O H-K	02.05 – 04.40
	No contacts	
3/1/44	Scramble	
Mos HK429	W/C Elms, F/O H-K	23.25 – 01.20
	No contacts	
6/1/44	Patrol	
Mos XIII HK476	W/C Elms, F/O H-K	20.10 – 22.55
	Uneventful	
8/1/44	GCI patrol	
Mos HK476	W/C Elms, F/O H-K	23.55 – 02.10
	Uneventful	
21/1/44	Scramble	
Mos HK506	W/C Elms, F/O H-K	21.20 – 00.05
	No contacts	
22/1/44	Scramble	
Mos HK500	W/C Elms, F/O H-K	03.50 – 05.55
	No contacts	
28/1/44	Patrol	
Mos ?	W/C Elms, F/L H-K (Note: F/L)	20.05 – 23.50
	Uneventful	
2/2/44	Patrol	
Mos HK500	W/C Elms, F/L H-K	21.35 – 23.59
	No contacts	

6/2/44	Scramble	
Mos HK500	W/C Elms, F/L H-K	05.35 – 06.55
	No contacts	

21/2/44 F/L J. D. Hore-Kennard (J9309) posted to 620TU for instruction duties on completion of operational tour.

W/C Elms posted 18/2/44 to RCAF Overseas HQ on completion of operational tour.

Rejoined RCAF 410 Sqn: (Posted in from No. 3 (RCAF) P.R.C w.e.f. 21/2/45)

From B.51 Lille / Vendeville:

21/3/45	Patrol	
Mos HK429	F/L Peck, F/L H-K	18.50 – 21.05
	Uneventful	
22/3/45	Patrol	
Mos MM554	F/L Peck, F/L H-K	22.15 – 00.35
	Uneventful	
25/3/45	Patrol	
Mos HK506	F/L Peck, F/L H-K	23.50 – 01.25
	Returned u/s	

PILOT'S PERSONAL COMBAT REPORT.

SECRET.

INTELLIGENCE FORM "F" (NIGHT COMBAT REPORT)

IN43/C17/5

Personal for Jeffrey

Serial No. 409/25.

28

STATISTICAL.

Date	(A) 24th/25th March, 1943.
Unit:-	(B) 409 Squadron, R.C.A.F. Pilot = S/L. Elms, C.H. (Can.) Nav/R = F/O. Hore-Kennard, J.D. (Can)
Type and mark of aircraft	(C) Beaufighter VI, A.I. Mark IV.
Time attack was delivered	(D) Approx. 0012 hrs.
Place of attack and/or target	(E) Cheviot area.
Weather	(F) 10/10 cloud at 600ft; no cloud and hazy 3000/8000 ft; thick cloud 8000/13,000 ft - high cloud above.
Our casualties - aircraft	(G) Nil.
Our casualties - personnel	(H) Nil.
Enemy casualties in air combat	(J) One E/A damaged (? Ju.88)
Enemy casualties - ground or air	(K) N/Q. admitted destroyed later

GENERAL REPORT.

A/c 30 up Acklington 2340 during enemy raids in Sector and was given N.N.E'ly vector by Ouston Sector Controller, being taken over by G.C.I. Northstead at 2342 hrs. and given vector of 070° and height of 10,000 ft. followed shortly by 100° and 140° at 2344 hrs. Pilot then told bandit 6 miles away on port bow passing port to starboard on a course of 240° at 6,000 feet. E/A then turned N.E. and pilot was given a port turn on to 070° followed by 030° and shortly after port on to 330° as E/A turned again, followed by 030° at 2347 hrs. A contact was obtained at maximum range with our A/C at 8,500 ft. and E/A above. The Nav/Radio gave the pilot instructions to climb hard and throttle right back and a visual was obtained of an E/A - thought to be an He.111 by single fin and rudder and its slow speed - range about 320 yards, and still above. Our A/c turned starboard and then port in following E/A, and A.I. contact and visual were lost. At 2350 hrs. G.C.I. gave 180° with E/A about 1½ miles ahead going south; at 2351 hrs. vectored on to 010° and a second contact was obtained at 2352 hrs. which was held for several minutes while the E/A climbed and jinked at an I.A.S of 110/120 m.p.h. and contact was again lost. At 2356 hrs. a vector of 140° was given resulting in a contact at 2358 hrs. This was soon lost and a further vector of 290° followed quickly by 260°. A further A.I. contact was secured and again lost when our A/C overshot, I.A.S. still being in region of 110/120 m.p.h. A vector by G.C.I. of 280° was then given followed by a contact at 0002, an additional blip being seen at the same time on the tube. Continuing to climb, our A/C broke cloud at 13,000 ft. and obtained a visual of an E/A at about 320 yds. slightly to starboard and slightly above. S/L. Elms opened fire with cannon and m/g at this range giving a 3-second burst. Bluish sparks were seen from the centre of the fuselage and the E/A appeared to flick to port and went straight down through thick cloud - the time of combat being about 0012 hrs. G.C.I. was asked for help in following E/A down but were unable to help and told pilot to go over to Sector Control who then gave a course for base of 130°. The pilot then continued his patrol without further incident landing at Acklington at 0145 hrs. The last G.C.I. fix at 0006 hrs. at Q.U.2454 was followedby a hard turn to port and a six minute chase at approx. 120 mph. which would bring our aircraft in the neighbourhood of the crashed Ju.88 subsequently found near Idnhope Q.U.430377, the bearing from this point to base being approx. 130°. Superintendent Spratt of the Alnwick Police heard cannon fire between 0001 and 0030 hrs, and at about this time firing was also heard by a keeper living about 2 miles from the scene although the latter did not hear the crash itself.

The above evidence suggests that the crashed E/A was in fact the one fired at by S/L. Elms and it is submitted that the claim of "one E/A damaged" may be amended to "one Ju.88 destroyed."

Armament used - 4 x 20 mm Hispano.
6 x .303 Browning.

Total rounds fired.- 119 x 20 mm (61 ball, 58 HE/I)
296 x .303 (175 inc., 121 A.P.)

Cine Camera - No camera on a/c as mounting position defective.

Stoppages - Starboard 4 Browning, due to wing gun panel bearing on feed chute.

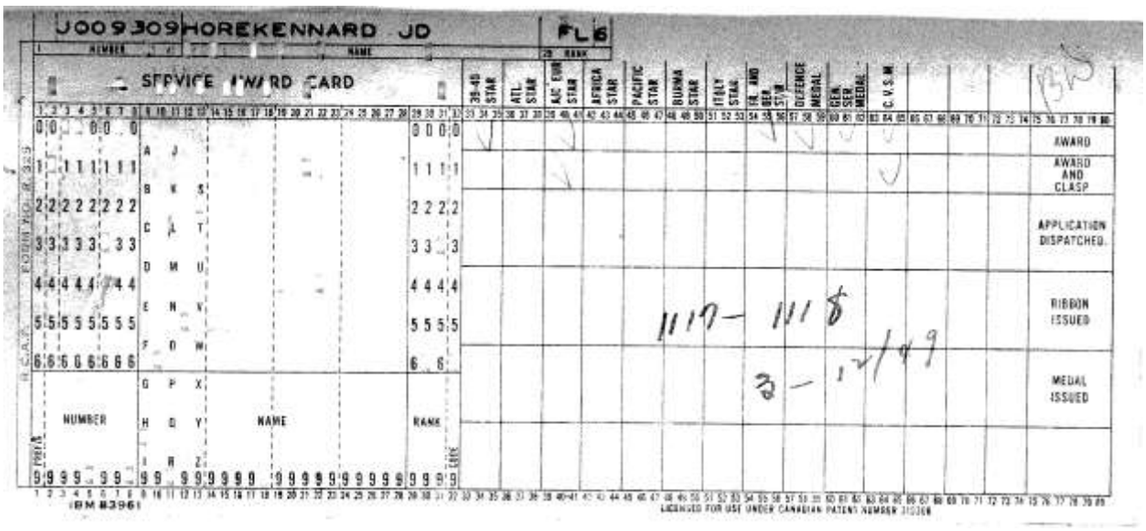
G.C.I. Northstead Controller - F/L. Fielder.
Ouston Sector Controller - P/O. Tasker.

C.H. Elms Sqn. Ldr. PILOT

J.D. Hore-Kennard F/O Nav/R.

L. H. Long P/O.
Duty Intelligence Officer,
R.A.F. Station, Acklington.

Catalogue Reference: AIR/50/140


J009309 HOREKENNARD JD FL6

SERVICE AWARD CARD

AWARD

AWARD AND CLASP

APPLICATION DISPATCHED

RIBBON ISSUED

MEDAL ISSUED

NUMBER

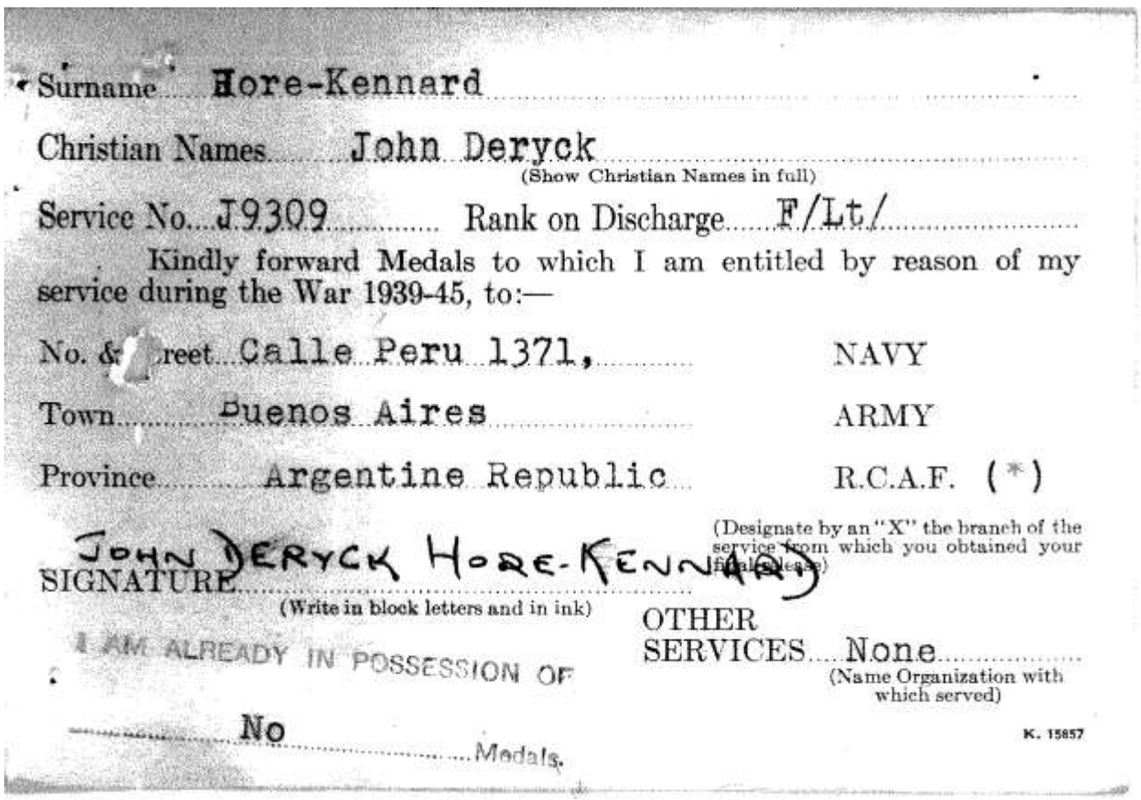
NAME

RANK

1117 - 1118

3 - 12/49

(BM #396)


Surname Hore-Kennard

Christian Names John Deryck

(Show Christian Names in full)

Service No. J9309 Rank on Discharge F/Lt/

Kindly forward Medals to which I am entitled by reason of my service during the War 1939-45, to:—

No. & Street Calle Peru 1371,

Town Buenos Aires

Province Argentine Republic

NAVY

ARMY

R.C.A.F. (*)

(Designate by an "X" the branch of the service from which you obtained your final release)

SIGNATURE JOHN DERYCK HORE-KENNARD

(Write in block letters and in ink)

I AM ALREADY IN POSSESSION OF

No Medals.

OTHER SERVICES None

(Name Organization with which served)

K. 15857

REPATRIATES' INTERVIEW REPORT

1. Number J9309 2. Rank F/L Paid. ~~Actg.~~ Temp. 3. Name HORE-KENNARD, John Deryck
4. Group G.D. (OBS) Spec. Trade 5. Nationality British 6. Marital Status Single
7. Decorations, mentions, commendations: CVSM & Leaf; 39-43 Star; Opl. Wing
8. Date of Arrival O'S 23.1.42 9. Medical Category A1B
Date approved Dec/41 10. Name of next-of-kin Douglas W. Kennard (Father)
11. Address of next-of-kin Estancia "Albion" Pascanas Ecca Provincia de Cordoba
Argentina, South America.

12. MARK WITH AN 'X' WHERE QUAL'FD:

PILOT		S.B.A.	
A/B		S.B.A./INSTR	
A/G		SHORT 'B'	
A/G		SPECIALIST B	
PLT/ENG.		FIS DIST CAT	
NAV.		BOMBING LDR.	
NAV/B.	X	GUNNERY LDR.	
NAV/B/N.		SIGNALS LDR.	
NAV/A.		WIP. C.O.P.	
STAFF/N.		G. R.	

13. COURSES TAKEN SINCE LEAVING CANADA INCLUDING PRE-OPERATIONAL TRAINING:

TYPE	WHERE TAKEN	PASSED / FAILED	DATES
Navigator Radio	Prestwick	Passed	1.3.42-1.4.42
Navigator Radio Ldr.	Ford	Passed	~~XXXXXX~~ 5.5.43-4.6.43

14. FLYING EXPERIENCE OVERSEAS:

Name of Aircraft	Hours	Name of Aircraft	Hours
Beaufighter II VI	251		
Mosquitoes II VI XIII	220		
Anson I	266		
Various	35		
	Total Flying Hours Overseas		772

a. No. of Op/Tours 1
b. No. of Op/Sorties 46
c. No. of Op/Hours 61
d. No. Non/Op/Tours 1
e. Date of last Sortie 3.2.44
f. Nature of Non/Op/Tour Fly. Instructor 62 OTU

15. TYPES OF AIRCRAFT OPERATIONALLY QUALIFIED TO FLY:

Heavy Bomber		Intruder	X
Medium Bomber		Coastal Patrol	
Light Bomber	X	Boats Land	
Fighter	X	Torpedo	
Transport			

16. TYPES OF OPERATIONS ENGAGED IN:

Pathfinder		Coastal Torpedo	
Bomber			
Fighter & Intruder			
Day Night	X	Tactical Air Force (Army Co-Op.)	
Transport		Photo. Rec.	
Air-Sea Rescue			

17. ALL PROMOTIONS OVERSEAS - FILL IN EFFECTIVE DATES:

RANK	F/O	ACT/	TEMP/ 1.10.42	RANK		ACT/	TEMP/
RANK	F/L	ACT/	TEMP/ 9.12.43	RANK		ACT/	TEMP/
RANK		ACT/	TEMP/	RANK		ACT/	TEMP/

18. "ALL" OVERSEAS POSTINGS:

STATION OR SQUADRON:	TYPE OF SQUADRON OR UNIT	DATE 'TOS'	TYPE OF OPERATIONS ENGAGED IN OR DUTIES	THEATRE OF WAR IN WHICH LOCATED
3 P.R.C.	Holding Unit	24.1.42	Awaiting Posting	U.K.
2 R.S.	R.S.	1.3.42	Trainee	U.K.
409 Sqdn.	Nite Fighter	May/42	N/B Ops.	U.K.
410 Sqdn.	N. Fighter & Intruder	May/43	N/B ~~XXX~~ N Ops	E.T.O.
62 O.T.U.	Training Ansons	Feb/44	Inst.	U.K.
"R" Depot	Repat. Centre	22.8.44	Awaiting Repat	U.K.

19. Log Book Available and CHECKED: ____
Log Book Not Available, statement accepted X
G. Nelop F/L
For C.O. R.C.A.F. 'R' DEPOT, HARROGATE, ENGLAND.

20. Signature of Officer or Airman interviewed:
A Hore Kennard F/L
Date 24/8/44

DEPARTMENT OF VETERANS AFFAIRS - W.D. 12

IF DISCHARGEE IS REPATRIATED PRISONER OF WAR MARK "POW"	IN HOSPITAL	

CONFIDENTIAL

ATTENTION

Special

R95771

	SURNAME	FIRST NAME	INITIALS	RANK	NUMBER	SEX
1.	HORE/KENNARD	JOHN	D.	T/F/L	CANJ9309	Male

		PLACE	YR. OF BIRTH
2. DATE OF COMMENCEMENT OF ACTIVE SERVICE:-	27 Mar/41	Ottawa, Ont.	1915

	YES	NO	IN WHAT SERVICE ?
3. SERVICE OUTSIDE CANADA:-	Yes		RCAF

4. CAUSE OF DISCHARGE:- K.R.(Air) 151(1)(i) On completion of a term of viuntary service during an emergency.

5. PRE-ENLISTMENT EDUCATION:-

Rqdv of Sr. Matric, Eng. 1933 age 18.

6. LANGUAGES:-

English, Portugese, French, German.

7. OCCUPATIONAL HISTORY:-

Student.

8. IMMEDIATE PRE-ENLISTMENT EMPLOYMENT:- (WITH NAME AND ADDRESS OF EMPLOYER)

7 yrs, accountant & factory mgr. Atkinson Co. Maftrs of Cosmetics & Perfumes.

9. SHORT ACCOUNT OF SERVICE, TRAINING AND DUTIES:-

AC2, aircrew, Pilot, direct to I.T.S. at E.F.T.S. was reselected for Observer, comm on graduation 9 Dec/41, overseas and flew one tour of 23 months or 90 sorties on fighter command over Europe, and additional 30 sorties with T.A.F. over Europe, 6 mos flying instructor between tours. Successfully completed 1 mos Navigator Leader course.

C.V.S.M. & chasp, "O" badge, 39-45 star, aircrew Europe, Fr Germ Star, Defence Medal

10. EDUCATIONAL COURSES WHILE IN SERVICE:- Ops wings. In the air 1200 hrs.

Nil

11. MEDICAL OFFICER'S STATEMENT OF PHYSICAL LIMITATIONS (IF ANY):-

Fit

12. MARITAL STATUS:- Single NUMBER OF DEPENDENTS, OTHER THAN WIFE Nil

13. DISCHARGEE'S OWN STATEMENT OF FUTURE PLANS (IF ANY):-

Undecided.

14. POST-DISCHARGE MAILING ADDRESS:-
Royal Bank of Can, Sparks & Metcalf St. Ottawa, Ont.

15. BASIS FOR COUNSELLOR'S RECOMMENDATIONS:-

Age 3R, single, Hobbies, Photography, skiing, sailing, individual sports, above average reader, used to play piano.

Equiv of Sr. Matric in Eng. 7 yrs accountant and manager of cosmetic & perfume factory in Buenos Aires, completed tour Observer with additional half tour and 6 mos instructor. 55 mos service, 45 mos overseas.

Very fine appearance, outstanding ability to learn, good mechanical knowledge, stood high in all training courses, is co-operative and capable of leadership, has clean service record.

May wish short training course in business. Will be abbe to take care of himself but plans are vague as yet.

16. ACTION RECOMMENDED:-

1 Training if he can use it.

2 Further counselling by D.V.A. if required.

17. OTHER POSSIBILITIES SUGGESTED BY COUNSELLOR:-

Nil

18. REFERRED TO:-

N.E.S. Toronto(Own choice)

D.V.A

19. PLACE No. 4 R.C. Toronto DATE 8 Nov/45.

SIGNATURE OF COUNSELLOR

RANK OR APPOINTMENT W.L. Burke F/O

NOTE:- COUNSELLOR WILL CHECK TO SEE THAT THIS FORM HAS BEEN COMPLETED AS REQUIRED.

Royal Canadian Air Force

This is to certify that

Flight Lieutenant (RANK) Can.J.9309 (NUMBER)

John Deryck HORE-KENNARD (NAME IN FULL)

Served on Active Service with the

Royal Canadian Air Force

From 27th March, 1941 and was HONOURABLY RELEASED.

~~Transferred to the Reserve, or Demobilization, Class "X".~~

on the Eighth day of November 19 45

Particulars of Active Service

Service in theatre of war Yes Number of occasions wounded Nil

Orders, Decorations, Medals, Mentions and commendations awarded during above service

1939-45 Star, Canadian Volunteer Service Medal and Clasp

Operational Wings, Navigator's Badge. PROVISIONALLY AWARDED.

Aircrew Europe Star, and Clasp, Defence, Medal

8th November, 1945 (DATE) — for CHIEF OF AIR STAFF

Description of holder on reverse side. Should certificate become lost, no duplicate can be obtained. Any alterations render it null and void.

NHQ HEADQUARTERS COPY

Issued War Service Badge (General Service Class) No. X436847

DESCRIPTION OF PERSON

Sex Male Age 30 years Height 5 feet 11 ins.

Complexion Medium Eyes Grey Hair Fair

Visible marks or scars None Visible

Additional Information Nil

Signature of person J. Dale Kennard

N.B. Any person finding this certificate is requested to forward it in an unstamped envelope to the Secretary, Department of National Defence for Air, Ottawa, Canada.

R.C.A.F. R. 15A (Revised)
45M—7-45 (4995)
H.Q. 885—R. 15A

Reference
Your File: J9309(DAF2-1-4)

J.D.Hore-Kennard,
c/o The English Club,
Calle 25 de Mayo 586,
Buenos Aires,
Argentine Republic,
South America.
August 5th., 194[illegible].-

Returned to DAF
File No. J9309
Chgd to J2-1-2 2-8

Repatriation Travelling Claims
of

Can.J9309 F/Lt. J. D. Hore-Kennard R.C.A.F.

Further to recent letters I enclose two further invoices of $47 and $68 argentine currency or a total of $115 arg. cy., these being the expenses involved in clearing my deep sea kit, shipped to Buenos Aires from St.John N.B. on the s.s. "Whiterock" Park". These charges are unavoidable and no customs duties were paid; as I travelled by air from Canada, the trunks had to be treated as normal freight, and the amount of red tape, consular fees, fiscal stamps and odd charges was that accorded to ordinary merchandise. (A)

Also enclosed are letters to and from the Canadian National Railway regarding reimbursement of the difference between Coach and First Class Fare from Philadelphia Pa. to Miami Fla. (B)

With regard to my claim regarding lost deep-sea kit between Torquay, England, and Lachine P.Q., this matter is being handled by the local Canadian Embassy who will be communication with you shortly.

Please kindly note that I want the settlement of these and my previous claims all deposited in Saving Account No.6584, Royal Bank of Canada, Sparks and Metcalfe Streets, Ottawa, Ontario, Canada, to my name. And the detail of the settlement sent to me here in Buenos Aires.

Yours faithfully,

J. D. Hore-Kennard

OTTAWA, Ontario,
10 September, 1946.

(1)

Flight Lieutenant J. D. Hore-Kennard,
c/o The English Club,
Calle 25 de Mayo 586,
Buenos Aires,
Argentine Republic,
South America.

(2) CTO
See flagged folio for necessary action please.
[illegible]
DAF
10 Sept

Dear Flight Lieutenant Hore-Kennard:

Your letter of 5th August, 1946, regarding a claim for consular fees, etc., on your baggage has been received and given sympathetic consideration. It is regretted, however, that regulations make no provision for such payments.

It is noted that you shipped at Government expense, 750 pounds of personal baggage, plus 55 pounds which you carried by air, whereas you were entitled to ship at Government expense, 250 pounds, less the 55 pounds which you carried by air and on which you have been reimbursed for excess baggage charges.

(3) DAF/J 2-1-2
Noted. Thanks. Action being taken
P.A.I. 12.9.46
for CTO (AIR)

A letter has also been received from Mr. J. Fournier of the Canadian Embassy Staff in Buenos Aires concerning your claim for lost kit. It is confirmed that your case has been reviewed, but that reimbursement is not possible until the information previously requested, is supplied.

Your claim for the difference between first-class and second-class travel from Philadelphia to Miami has been referred to the Chief Treasury Officer (Air), but unfortunately personnel who are unable to obtain the class of transportation specified and who travel by a lower class are not permitted to claim for the difference in cost.

Yours truly,

(J. MacL. Murray)
Air Commodore
for Chief of the Air Staff

SSP/OM

CANADIAN EMBASSY
AMBASSADE DU CANADA

Buenos Aires, November 7, 1947.

(1)

Dear Air Vice-Marshal Campbell,

I hope you will excuse my taking the liberty of writing to you personally about such a small matter, but there has been outstanding for a long time a claim made by former Flight Lieutenant J. D. HORE-KENNARD, J9309 (DAF), who is a resident of Argentina, in respect of property which he lost on being repatriated to Lachine in 1945. This has been the subject of considerable correspondence, the most recent letter being one dated June 16th, 1947, signed by Squadron Leader Farrell on behalf of Air Commodore Murray. I realize that the case has received a lot of attention, but the requirement that Hore-Kennard state the date on which articles were bought to replace those he lost and to supply vouchers is one that he cannot possibly fulfil, particularly as the first request for this information was made to him some eight months after the loss.

I would consider it a great favour if you could ask someone to look into this matter again to see if there is not some way to get around this requirement. If not, your assuranc that everything possible has been done would be greatly appreciated.

(2)
PA 1P.12.
your consideration
are.
WS 47 -

With kind personal regards,

Yours sincerely,

Henry F. Davis

Henry F. Davis
Second Secretary

T. T. Grouill. F/L
for AMP.

Vice-Marshal H. L. Campbell, C.B.E.,
Royal Canadian Air Force Headquarters,
OTTAWA, Canada.

Action Date.
discussed with DAF + JAG.
Provisions of AR(Air) may
apply only to serving
airmen
FDPA

O T T A W A, July 23, 1948.

THE DEPUTY MINISTER,
DEPARTMENT OF NATIONAL DEFENCE,
OTTAWA.

Your File J. 9309 (DAF)
Our File 72-YK-40

Further to the conversation of Mr. Erichsen-Brown with your Group Captain Hall on the telephone, I am returning a statement of the Service Pay and Allowances of Flight-Lieutenant J.D. Hore-Kennard. I am also enclosing a copy of a letter from the Consul General of Argentina in Montreal to whom the matter had been referred in order that he might attach a certificate requested by the Canadian Minister in Buenos Aires.

Would you kindly arrange if at all possible to have the certificate personally signed by the Minister of National Defence. If this should be impossible, I would appreciate it if your Group Captain Hall could telephone our Mr. Erichsen-Brown (7154). I suggest that the certificate be made in duplicate and one copy firmly attached to the statement of assigned pay and allowances with a ribbon and sealing wax, if possible. Your Department seal should also be affixed.

You will note that the Acting Consul General has also requested an official letter from your Department. I am enclosing a draft of such a letter for your convenience which I would ask you to modify as you see fit.

The Acting Consul General also enquires as to whether Mr. J. Deryck Hore-Kennard is an Argentine citizen or a Canadian citizen resident in the Argentine.

The Canadian Minister has not supplied me with this information and in order to save time, I would appreciate receiving any information on your file as to his national status while he was on active service.

(J. W. O'Brien)
for Under Secretary of State
for External Affairs

...RNAL ON J 9309
...ED TO DAF
...TION COPY FOR.
CAS
Dof
Note
on
PA

DEPARTMENT OF
EXTERNAL AFFAIRS
CANADA

REPLY TO BE ADDRESSED TO:
THE UNDER-SECRETARY OF STATE
FOR EXTERNAL AFFAIRS
OTTAWA

RECEIVED
29 JUL 1948
DPC

O t t a w a,
July 23rd, 1948.

Referred ... DAF ...
JUL 26 1948
File No. ... J 9309 ...
Chg'd to

The Deputy Minister,
Department of National Defence,
Ottawa.

Your file J. 9309 (DAF)
Our file 72-YK-40

Further to the conversation of Mr. Erichsen-Brown with your Group Captain Hall on the telephone, I am returning a statement of the Service Pay and Allowances of Flight-Lieutenant J.D.Hore-Kennard. I am also enclosing a copy of a letter from the Consul General of Argentina in Montreal to whom the matter had been referred in order that he might attach a certificate requested by the Canadian Minister in Buenos Aires.

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The Canadian Minister has not supplied me with this information and in order to save time, I would

INFORMATION COPIES
PASSED TO:

MIN
DM

CAS
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appreciate receiving any information on your file as to his national status while he was on active service.

for J.W. O'BRIEN
Under Secretary of State
for External Affairs.

Montevideo Uruguay

(2)

DPG

Will you please append the info. requested in ¶ the last 2 paras. and return to me for completion.

DAF/AFHQ

27 Jul.

Min (3)

DAF

1 On being attested in the RCAF on 27 Mar 41 this officer stated that he was born at Montevideo, Uruguay and took the Oath of Allegiance to his Majesty the King.

(L H Croft) F/L
for AMP
4137

J9309 (DPC)
7 Aug 48

File: J9309(DAF)

August 12th, 1948.

The Consul General of Argentina,
1111 Beaver Hall Hill,
Montreal, Quebec.

Dear Sir:

Enclosed is a statement of service pay and allowances for the years 1941 to 1945 inclusive of Flight Lieutenant J.D. Hore-Kennard which I have certified under the Seal of my Department in accordance with the suggestion contained in your letter of July 16th to the Under-Secretary of State for External Affairs.

Yours very truly,

(W. Gordon Mills)
Deputy Minister

CHW/MT

13.8.48

File: J9309(DAF)

August 12th, 1948.

Legal Division
AUG 13 1948
by D.M's Office

The Under-Secretary of State
for External Affairs,
Ottawa, Ontario.

Dear Sir:

I wish to acknowledge receipt of your letter on file 72-YK-40, dated 23rd July, 1948, referring to the request of the Government of Argentina for a certified statement of the pay and allowances issued to Flight Lieutenant J.D. Hore-Kennard during his service with the Royal Canadian Air Force.

I am pleased to enclose a letter to the Consul General of Argentina, prepared from the suggested draft enclosed with your letter of 23rd July, to which is attached a statement of pay and allowances in duplicate, under the seal of the Department and certified by the Deputy Minister. It is assumed that you will forward these to the addressee.

With respect to your inquiry as to the citizenship status of Flight Lieutenant Hore-Kennard, I am advised that the records of this Department show that on being attested in the Royal Canadian Air Force on 27th March, 1941, Flight Lieutenant Hore-Kennard gave his place of birth as Montevideo, Uruguay. He took the oath of allegiance to His Majesty the King.

Yours very truly,

(W. Gordon Mills)
Deputy Minister

GMM/MT

STATEMENT OF SERVICE PAY AND ALLOWANCES

J9309 F/L J.D. HORE-KENNARD

For the period 27 Mar/41 to 5 Nov/45

1941		
Service Pay and Allowances		$ 690.75
Value of Subsistence		313.35
	Total	$1004.10
1942		
Service Pay and Allowances		$2350.25
Value of Subsistence		620.50
	Total	$2970.75
1943		
Service Pay and Allowances		$2589.50
Value of Subsistence		620.50
	Total	$3210.00
1944		
Service Pay and Allowances		$3111.00
Value of Subsistence		620.50
	Total	$3731.50
1945		
Service Pay and Allowances		$2652.00
Value of Subsistence		530.40
	Total	$3182.40

Certified to be a true and correct statement of the value of service pay and allowances issued to Flight Lieutenant J.D. Hore-Kennard during his period of service with the Royal Canadian Air Force from 27th March, 1941, to 5th November, 1945.

15.4.47

(W. Gordon Mills)
Deputy Minister
Department of National Defence

DAE 1946

DEPARTMENT OF
EXTERNAL AFFAIRS
CANADA

REPLY TO BE ADDRESSED TO:
THE UNDER-SECRETARY OF STATE
FOR EXTERNAL AFFAIRS
OTTAWA

DAF
10 1948
File No

Ottawa, 8th September, 1948

Your file: J9309 (DAF)
Our file: 72-YK-40

Dear Sir,

I refer to your letter of August 12th in which you enclosed certified statement of the pay and allowances issued to Flight Lieutenant J. D. Hore-Kennard during his service with the Royal Canadian Air Force.

You will recollect this statement was signed by you as Deputy Minister under the Seal of your Department. I was in some doubt as to whether the Argentine Consul General would require a certificate signed by the Minister of National Defence, but he has now certified to your signature under the Departmental Seal, and I have forwarded the documents to the Canadian Ambassador at Buenos Aires.

The Argentine Consul General has enclosed a form of registration card to be signed by you with the Departmental Seal attached in order that it may be recorded at his office. Under the circumstances, I consider it desirable to comply with his request, particularly as the Consul General has completed the documents without waiting for the card to be signed.

Kindly return the completed card and I will forward it to the Argentine Consul General.

Yours very truly,

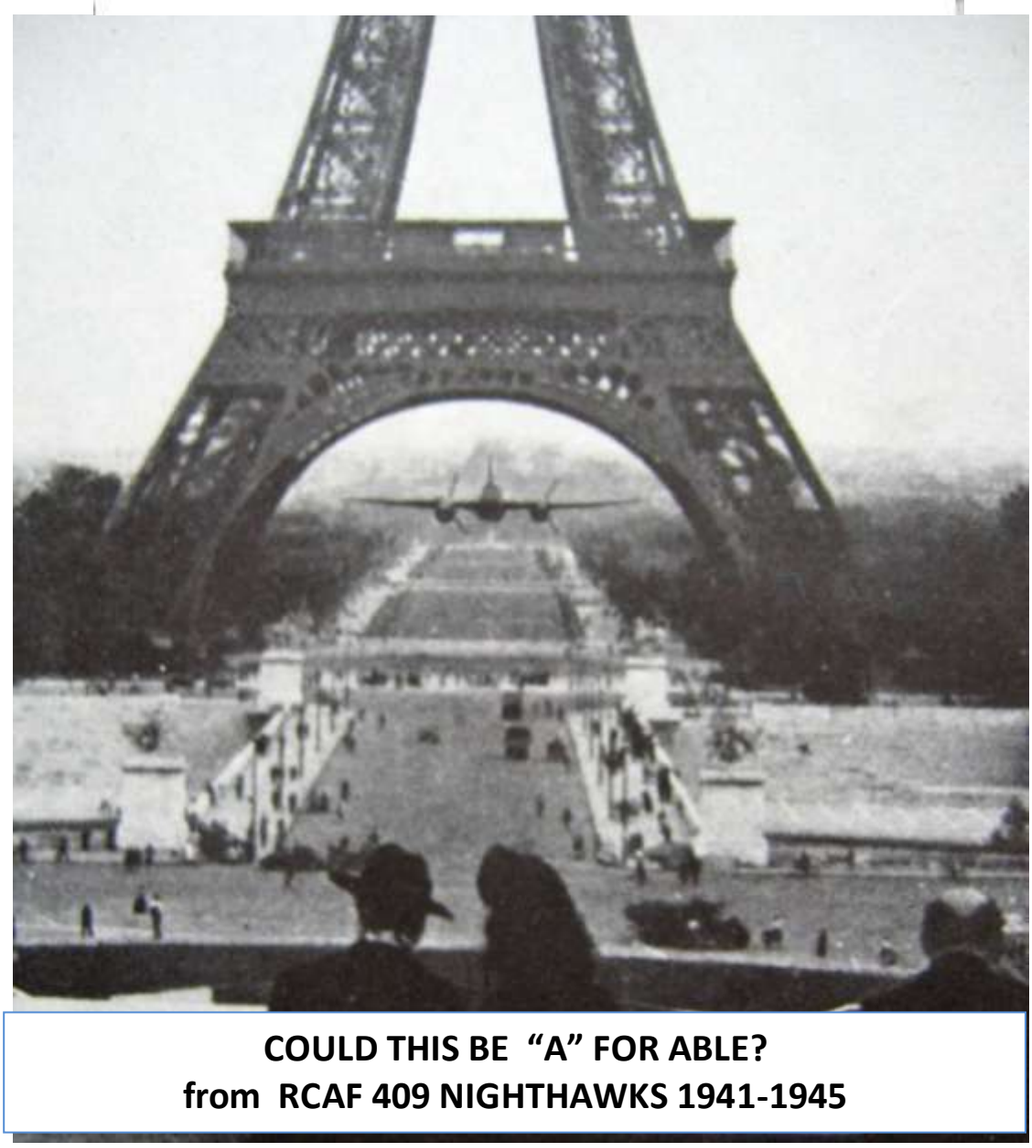
INFORMATION COPIES
PASSED TO:
MIN
SM
CAS
DM

for Under-Secretary of State
for External Affairs

The Deputy Minister
Department of National Defence
O t t a w a



Deryck Kennard reads the good news VE Day



COULD THIS BE "A" FOR ABLE?
from RCAF 409 NIGHTHAWKS 1941-1945



Frankie Watt, Ronnie Sheward (my father), Ian Patterson, R O Sheward (my grandfather), Roddy Campbell and Deryck Kennard

The two girls in the picture were at the book launch in BA, apparently, much to Frankie Watt's astonishment!



McCLAIN AND HORE-KENNARD





Flight Lieutenant
J. Deryck H. Kennard,
R.C.A.F.



Squadron Leader
Guy W. G. Kennard,
R.A.F.V.R.



Major
Austen H. Kennard,
R.E.



Flight Lieutenant
Cedric G. H. Kennard,
R.C.A.F.

Flight Lieutenant John Deryck Hore-Kennard left Buenos Aires for Canada in January, 1941. Joining the R.C.A.F. he was Commissioned Pilot Officer Navigator in November of that year. He was then transferred to England in January, 1942, being first posted to the 409 (R. C. A. F.) Night Fighter Squadron and then to the 410 (R.C.A.F.) Intruder and Night Fighter Squadron. He was on rest from March 1944 until January 1945 after which he rejoined 409 Squadron, working in France with the 2nd. Tactical Air Force. He was demobilised in Canada last November and is now back in this country.

Squadron Leader Guy W. G. Kennard left for England in August, 1941. There he obtained his Commission as Pilot Officer in the Motor Transport Branch of the R.A.F. and was transferred to India in February of 1942 where he was stationed till his return to England in November, 1945. Following a brief visit to Buenos Aires at the beginning of this year, he returned to England and has just been demobilised. His many friends will be glad to hear that he has recently undergone a very successful eye operation and is back in B. A.

Major Austen H. Kennard joined the Army in England in February, 1940. He was Commissioned 2nd Lieutenant in August, 1940 and was sent out to India in October, 1942. He participated in the First and Second Burma Campaigns and was then transferred to a parachutist regiment under General Wingate. Since then he has covered many assignments and is still posted in India.

Flight Lieutenant Cedric G. H. Kennard left this country for Canada in November, 1942. Joining the R.C.A.F. he obtained his "wings" in October of 1943, to be sent across to England one year later. After heavy bomber conversion and training he joined the No. 76 (Halifax) Squadron in October, 1944 and was later transferred to No. 635 PFF (Pathfinder Squadron). He was Mentioned in Dispatches and was demobilised last October. Like his brothers Deryck and Guy, he is also back in this country.

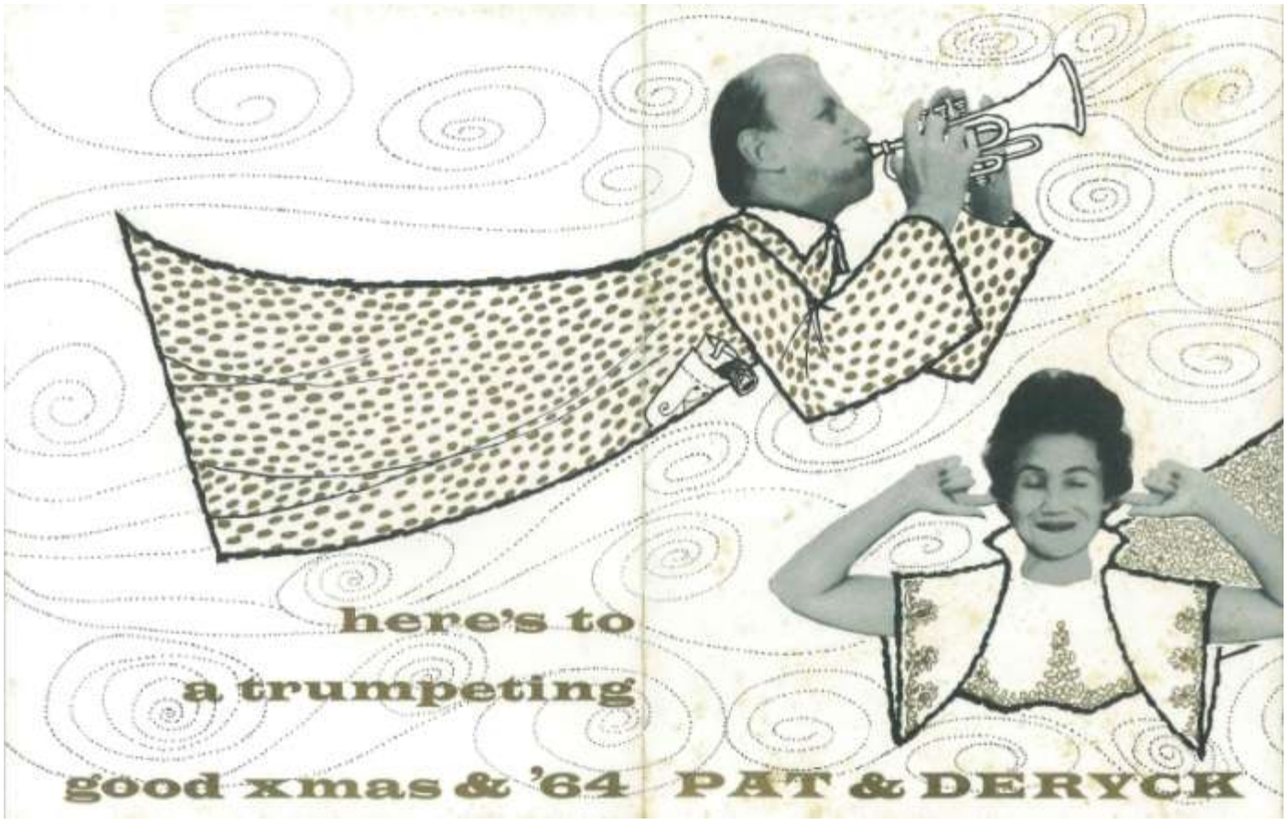


Deryck Guy Austen Douglas (father) Cedric Kennard at Estancia Albion c1947

Copyright Kit Kennard
Credit :kit.kennard@sympatico.ca






here's to
a trumpeting
good xmas & '64 PAT & DERYCK





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http://www.cmp-cpm.forces.gc.ca/dhh-dhp/his/docs/RCAF_Overseas_vol1_e.pdf





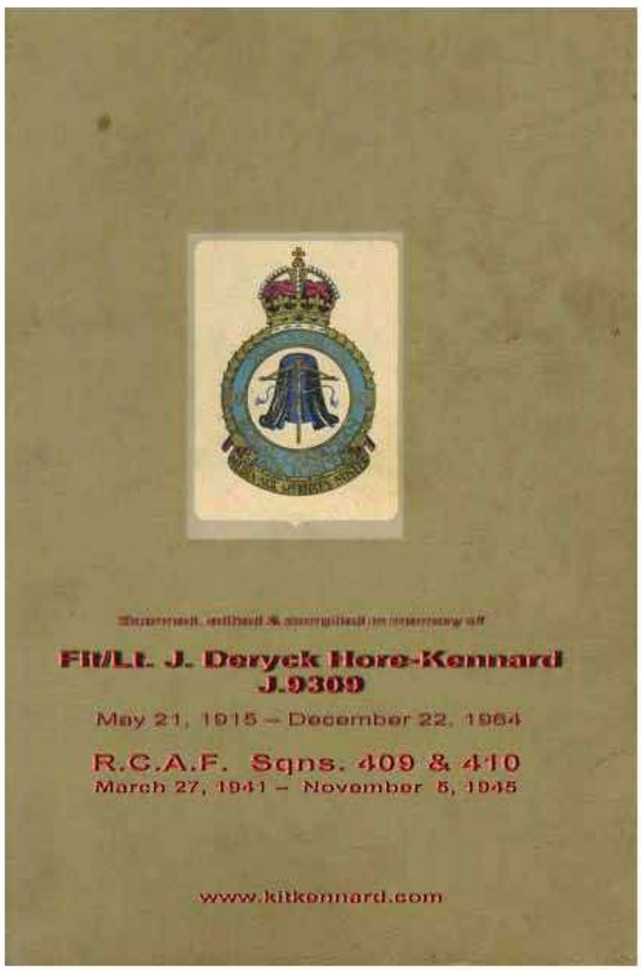








SWA Fine Art Publishers www.swafineart.com Bath, England



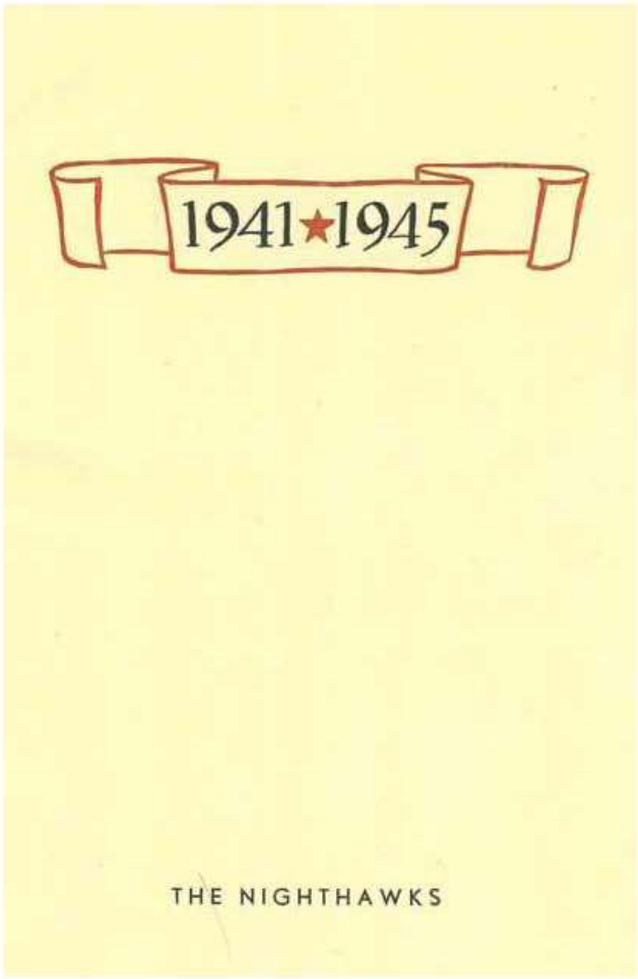
Summarized, collated & compiled in memory of

Flt/Lt. J. Deryck Hore-Kennard
J.9309

May 21, 1915 – December 22, 1964

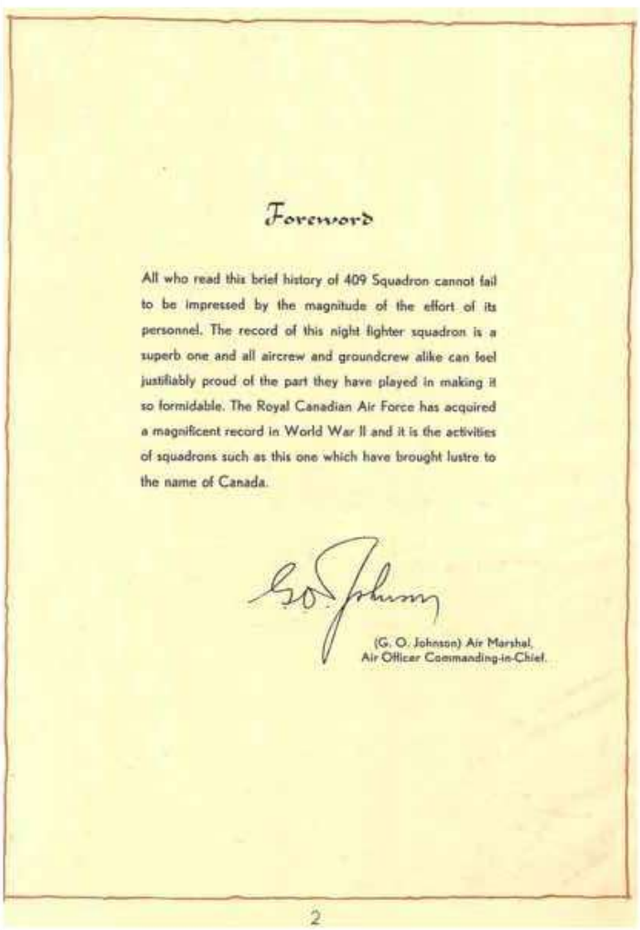
R.C.A.F. Sqns. 409 & 410
March 27, 1941 – November 5, 1945

www.kitkennard.com



1941★1945

THE NIGHTHAWKS



Foreword

All who read this brief history of 409 Squadron cannot fail to be impressed by the magnitude of the effort of its personnel. The record of this night fighter squadron is a superb one and all aircrew and groundcrew alike can feel justifiably proud of the part they have played in making it so formidable. The Royal Canadian Air Force has acquired a magnificent record in World War II and it is the activities of squadrons such as this one which have brought lustre to the name of Canada.

G.O. Johnson

(G. O. Johnson) Air Marshal,
Air Officer Commanding-in-Chief.

2



AIR MARSHAL
H. EDWARDS C.B.

AIR MARSHAL
L. S. BREADNER C.B.
D.S.C.

AIR MARSHAL
G. O. JOHNSON C.B. M.C.
(Croix de guerre)

3



4

TO

ALL THE GRAND FELLOWS
PILOTS, NAVIGATORS AND GROUNDCREW
WHO PLAYED SUCH A VITAL PART IN
THE DEFENCE OF DEMOCRACY
AND TO
THE PARENTS AND LOVED ONES OF THOSE
WHO LAID DOWN THEIR LIVES IN ORDER
THAT FREEDOMS CAUSE MIGHT PREVAIL

THIS SOUVENIR IS DEDICATED

5

Roll of Honour

Sgt.	Barber, B.G.	31.12.42	P/O.	Mosley, W.D.	31.12.42.
P/O.	Brooks, F.	31.12.42.	P/O.	Murchie, R.M.	28. 2.42.
P/O.	Briggs, T.S.	18. 2.43.	Sgt.	Murray, A.J.	19. 1.42.
W/C.	Beveridge, M.W. DFC.	20. 9.44.	F/O.	McBeath, D.	18. 2.43.
F/O.	Brenton, K.S.	16. 3.45.	F/L.	MacPhail, W.B.	13. 1.45.
F/O.	Carter, H.R. DFC.	9. 8.44.	F/L.	Peacock, J.W.F.	7. 8.44.
F/S.	Dickson, J.W.	27. 3.42.	Sgt.	Pendleton, B. (RAF)	5.12.42.
F/O.	Donoghue, J.G.	13. 1.45.	W/C.	Petersen, N.B.	2. 9.41.
F/L.	Ellis, B.S.	12.12.44.	F/O.	Roberts, J.M.	27. 7.44.
AC 2	Gibbons, A.R. (RAF)	25.11.41.	F/L.	Robinson, G.D.	26.12.44.
P/O.	Gibson, W.D.	19. 9.42.	AC 1.	St. Eilaire, J.E.	5. 3.42.
F/S.	Gare, F.	31.12.42.	F/O.	Sibbett, C.D.	15. 7.44.
S/L.	Granbury, B.R.	27. 3.42.	F/L.	Skelly, J.F.	23. 6.45.
P/O.	Barker, B.M.	18. 4.43.	P/O.	Slater, J.N. (RAF)	2. 9.41.
S/L.	Jephson, R.S.	27. 7.44.	Sgt.	Svendsen, E.B. (RAF)	19. 1.42.
W/O.	Joss, N.	7.10.44.	P/O.	Sweet, P.M.	27. 3.42.
F/O.	Kewen, T.C.	9. 8.44.	F/L.	Taylor, M.C.	15. 7.44.
F/O.	Kirton, E.J.	13. 1.44.	P/O.	Thornley, B.H.	8. 8.42.
F/O.	Lee, R.S.	11. 7.44.	F/O.	Vautour, A.F.	29. 6.44.
W/O.	Lailey, P.C.	7.10.44.	Sgt.	Wales, J.W. (RAF)	11. 7.44.
F/O.	Lim, P.J.	23. 6.45.	P/O.	Warner, K.E.	5.12.42.
F/O.	Long, R.D.	16. 3.45.	F/S.	Watson, F.S.	11.10.42.
F/S.	Matches, E.J.	8. 8.42.	Sgt.	Williams, V.J. (RAF)	18. 4.43.
W/O.	Mitchell, W.L.	29. 6.44.			

6

HONOURS AND AWARDS

DISTINGUISHED SERVICE ORDER

W/C Somerville, J. D. DFC

BAR TO DISTINGUISHED FLYING CROSS

S /L Trousdale, R. N. DFC (RAF)

DISTINGUISHED FLYING CROSS

F /L Britten, R. E.
W/O Cole, E. F.
W/C Davoud, P.
F /O Domone, E. (RAF)
F /L Eames, J. (RAF)
F /L Fownes, L. E.
F /L Hamm, D. J. T.
S /L Hatch, J. A.
F /O Hermanson, E. E.
W/O Kirkwood, W. G.
F /O Martin, W. S.
P /O Matheson, C. N.
P /O Smith, P. J., (RAF)

AIR FORCE CROSS

F /L MacKenzie, R. M.
F /L Marr, W. L.

MEMBER OF THE BRITISH EMPIRE

P /O Barrass, R.
F /L Fiksdal, V. L.

BRITISH EMPIRE MEDAL

LAC Carter, H. R.
F /S Sullivan, G.

MENTIONED IN DESPATCHES

S /L Bower, G. M.
AC1 Carbull, J. O.
F /S Dickinson, D. G. S. (RAF)
F /S Irwin, R. J.
F /L Peacock, J. W. F.
Cpl Reansbury, G.
Cpl Townsley, A. G.

THE UNITED STATES OF AMERICA DISTINGUISHED FLYING CROSS

W/C Reid, J. W.

7

"LET'S LOOK AT THE RECORD"

TOP SCORING NIGHT FIGHTER SQUADRON SINCE "D" DAY
FIRST NIGHT FIGHTER SQUADRON BASED IN NORMANDY
FIRST NIGHT FIGHTER SQUADRON BASED IN BELGIUM
FIRST NIGHT FIGHTER SQUADRON BASED IN GERMANY

THE BOX SCORE

Destroyed	●●●●●●●○○○○○○○○○○○○○
	○○○○○○○○○○○○○○○○○○○○
	○○○○○○○○○○○○○○○○○○○○
	○○○○○○○
Probable	●●●●○○○
Damaged	●●●●●●●●●●●○○○○○○○○○
	○○○○
Flying Bombs	○○○○○○○○○○○○
Locomotives	●●●●●●●
M.T.	●●

● indicates scored before "D" Day
○ indicates scored after "D" Day

A SQUADRON IS BORN

Following the decisive defeat of the Luftwaffe in the Battle of Britain, the German High Command were forced to revise their tactics. Day raids were superseded by large scale night raids. The need for specially trained fighters to cope with this new menace was early appreciated and Squadrons were quickly formed and trained to deal with this latest threat to the Mother Country.

In the Battle of Britain days, Canadians had already proven their courage and ability as day fighters - here was an opportunity to prove their versatility and on the 17th June, 1941, the Squadron was officially formed as a Canadian Nightfighter Unit.

Early in July the Squadron began to equip with Defiants and within a month were declared fully operational by Group Headquarters. The days of the Defiant were numbered however. Advances in technology had already outmoded it. Nightfighting had stepped out of the "catseye" stage and had become a specialized field in which technical equipment designed to locate raiders at didances far beyond the range of the human eye was used. Late in August the Squadron began to re-equip with Beaufighters equipped with radar.

At the outset all Navigator-Operators were R.A.F. personnel but gradually as they became tour-expired they were replaced by Canadians until the Squadron became almost 100 % Canadianized.

The Squadron's first "kill" was obtained on 1st November, 1941 when a Do. 217 was shot down in flames over the sea by W/C. P. Y. Davoud (Pilot) and Sgt. T. Carpenter (Navigator).

From there on until shortly before "D" Day the Squadron's activities were limited to important but relatively inactive sectors and, although patrolling the skies of Great Britain nightly, few combats with the Hun were experienced. During this time the Squadron not only kept their sector free from enemy activity but assisted materially in the saving of hundreds of lives. Bombers lost over the North Sea were "homed" Fortresses and Liberators, who flying from North American bases sometimes "overshot" Great Britain during inclement weather, were intercepted. Crashed aircraft in the North Sea were located and launches directed to survivors.

Despite the importance of their work, the crews used to chafe at times at the long uneventful patrols, especially when activity could be seen outside their sector and sister Squadrons were destroying Huns. To offset this, detachments were sent to sectors where the Hun was reported active. Immediately the Nighthawks moved in, it became axiomatic that enemy activity would practically cease. So often did this occur that the Squadron began to believe it was more than co-incidence and plans were made to hunt the foe in his lair. "Ranger" trips were organized over occupied France during which a number of locomotives and trucks were either destroyed or damaged. Other flights were made at the crack of dawn to intercept heavily armed German reconnaissance aircraft flying out from the French Coast to take meteorological observations near the Scilly Islands. On many a morning the Hun was deprived of weather lore.

This experience stood the Squadron in good stead and shortly before "D" Day it re-equipped with Mosquitos and moved to the South of England preparatory to being called upon to play a prominent part in the forthcoming invasion of the Continent. Honoured by being chosen as the first Nightfighter Unit to land on the Continent, the Squadron was operating from Carpiquet aerodrome in August. As the Allied Armies rolled relentlessly forward the Squadron followed closely behind until the winter months set in, when it moved back to winter quarters in Lille Vendeville.

With the crossing of the Rhine by the Allied Armies in the Spring of 1945, the Squadron was called upon to make the most momentous move in its history. Orders were received to proceed to Rheine aerodrome in Germany, a base located 60 miles North North East of the Rhur. Within 4 hours the first convoy was under way; within 3 days the whole Squadron had completed the 300 mile journey to the new base, flying being carried on uninterruptedly throughout the move. On the nights of 23/24th and 24/25th April, the climax of the Squadron's activities was reached when 9 German aircraft were shot down and destroyed.

With the cessation of hostilities on VE-Day the Squadron emerged as the Top Scoring Nightfighter Unit since "D" Day, an honour well merited by the Squadron selected in pre-invasion plans as the first Nightfighter Unit to land on the Continent.

FIELDS OF HONOUR

COLEBY GRANGE	ENGLAND	1941
ACKLINGTON	ENGLAND	1943
DREM	SCOTLAND	1943
PETERHEAD	SCOTLAND	1943
COLTISHALL	ENGLAND	1943
COLEBY GRANGE	ENGLAND	1943
ACKLINGTON	ENGLAND	1944
WEST MALLING	ENGLAND	1944
HUNSDON	ENGLAND	1944
CARPIQUET	FRANCE	1944
ST. ANDRE	FRANCE	1944
AMIENS GLISY	FRANCE	1944
LE CULOT	BELGIUM	1944
LILLE VENDVILLE	FRANCE	1944
RHEINE	GERMANY	1945
GILZE-RUEN	HOLLAND	1945
TWENTE	HOLLAND	1945



THE 'PLANES







W/C N. B. PETERSEN

An outstanding pilot, W/C. Petersen was one of the first to ferry a Hudson aircraft from Canada to Great Britain. Shortly after his arrival in England he was called upon to form a Nightfighter Unit to be known as 409 (R.C.A.F.) Squadron. Within a month after he had received the first aircraft, W/C Petersen had the Squadron fully operational on Defiants, a tribute to his organizing ability. Shortly after, the Squadron began to re-equip with Beaufighters. While checking out one of the latter, W/C Petersen was killed in a flying accident on the 2nd Sept. 1941.



G/C. P. Y. DAVOUD D.S.O., D.F.C., M.I.D.

Of the many well-known figures who have commanded Canadian Squadrons, none possesses better qualities of leadership and flying ability than G/C. Davoud. There is a solid background for his present high position in the R.C.A.F., dating back to 1931 when he graduated from Royal Military College, Kingston with the Sword of Honour.

On completion of his R.M.C. course he entered Queen's University and starred on its strong football team. When college days ended, Paul Davoud became a member of No. 17, an auxiliary squadron in Canada. Prior to the war he had served as a pilot both with the R.A.F. and Canadian Airways. In May, 1941 he ferried a bomber across the Atlantic and shortly after joined the Squadron as a Flight Commander. Upon the death of W/C. Petersen, a close friend of many years standing, Paul Davoud succeeded him as C.O. which post he held until the completion of his first tour.

W/C J. W. REID, AMERICAN D.F.C., M.I.D.

A member of the R.C.A.F. prior to the war, W/C Reid assumed command of the Squadron in January 1943. One of the youngest Wing Commanders in the service "Wendy" Reid brought to the Nighthawks a sound background of experience. As a transport pilot he had logged over 1,000 hrs. with the R.A.F. Transport command, flying Liberators over the Atlantic. In August 1942 he flew General Wavell to the Moscow Conference.

It was under his guidance that the Squadron converted to Mosquitos in March 1944 and that it was chosen as the first Nightfighter Unit to land on the Continent, the date planned being "D" day plus 16. Before he could see his plans brought to fruition W/C. Reid became tour-expired. However in the short interval between "D" day and the completion of his tour he accounted for 2 enemy aircraft destroyed and one damaged.





W/C M. W. BEVERIDGE D.F.C.

W/C Beveridge had already completed two tours with a Canadian Intruder Squadron before assuming charge of the Nighthawks, during which his leadership ability, skill and devotion to duty, had earned him the D.F.C.

A graduate of McGill University with the Degree of Batchelor of Commerce, W/C Beveridge enlisted in 1940. He trained under the Joint Air Training Plan and was the first graduate of the J.A.T.P. to assume charge of the Squadron.

It was under his leadership that the Squadron moved to France and became the first Nightfighter Unit based in Normandy. On September 20th, while searching for a crew who had baled out the previous night, W/C Beveridge was killed in a flying accident.

W/C J. D. SOMERVILLE D.S.O., D.F.C.

A pre war flyer, W/C Somerville brought to the Air Force a sound knowlegde of flying conditions throughout the Dominion. His ability was quickly appreciated and early in 1943 he was appointed C.F.I. at Yorkton, Sask. From this post he proceeded overseas joining 410 Squadron as a Flight Commander.

Appointed C.O. of the Nighthawks in Oct. 1944, Red, as he is popularly known, quickly earned the respect of all the Squadron, possessing the happy faculty of knowing each man by his first name yet commanding efficiency.

His skill, courage and determination in pressing home attacks on enemy aircraft together with his sound administration during his tour of duty earned for him the coveted awards of D.S.O. and D.F.C.





W/C R. F. HATTON

A Canadian, W/C Hatton joined the R.A.F. in 1937. Commissioned as a pilot he served the early years of his service career as a staff pilot. In 1941 he joined 85 Squadron one of the top scoring night fighter Squadron's in the United Kingdom. His outstanding qualifications quickly earned him recognition and he was made a Flight Commander, a post he held until the completion of his first tour.

Joining 409 Squadron as a Flight Commander in July 1944 he was soon called upon to assume temporary command of the Squadron when the late W/C Beveridge went missing. During this time he moved the Squadron into Belgium on the heels of the Allied armies.

His leadership and flying ability made him the logical successor to W/C Somerville when the latter became tour expired, and in March 1945 he was appointed C.O. of the Squadron. It was under his command that the Squadron crossed the Rhine and became the first Nightfighter Unit to operate from an airfield in Germany.

THE SQUADRON MAKES ITS FIRST "KILL"

Only the boys who have felt the tenseness of a brieling room, the nerve strain of patrols and the disappointment of empty skies really know what first "Joy" means to a Squadron. We were off then but perhaps the intelligence report of the first score will give you a picture of the reports that were daily gen from the intelligence room.

Pilot: W/C Davoud (Canadian)
Operator: Sgt. Carpenter (English)

We took off from Coleby in a Beaufighter at 20.55 hours on 1.11.41 and after several vectors by Orby G.C.I. between 80°—100°, contact with Bandit was obtained on A.I. at a maximum range at 11,000 feet, the latter being well to port and 500 feet, below. I increased speed and turned to port and obtained a visual at 6,000 feet, (silhouette against the clouds in bright moonlight). I throttled back and lost height until slightly above and 400 yards to rear of enemy aircraft, which dived for cloud cover. Closing to approximately 200 yards, I identified bandit as a Dornier 217 and fired a short burst observing hits on starboard main plane. The Dornier returned fire and having closed to about 100 yards, I fired two long bursts, seeing the second burst hitting his starboard engine. Just before the Dornier entered cloud, a big explosion blew his right engine and wing off. I pulled up to avoid a collision and the Dornier fell, burning, straight into the sea. I then returned to base, landing at 22.55 hours.

I claim — One Dornier 217 destroyed.

Weather — 7/8 tenth cloud, base 5,000 feet — top 7,500 feet — bright moonlight.

(Signed) Wing Commander P. Y. Davoud.
O.C. 409 (R.C.A.F.) Squadron.

RANGER ACTIVITIES

The Nighthawks received their baptism in offensive fighting early in 1943 with the "Rangers". It was lonely nerve wracking work as they struck deep into enemy territory in search of enemy targets of all types. Much could be written on the "Ranger" boys but for our brief history excerpts from the intelligence report of 16th April, 1943 are recorded.

"P/O D. D. S. Grant (Pilot) and P/O E. Domone (RAF) (Navigator) were airborne from Great Britain and after searching for some time over the Brest Peninsula observed and successfully attacked a train near Ariel. During the attack the aircraft was the object of intense return fire from the enemy and it was hit in the mid fuselage by botor's flak. The Navigator was seriously wounded, suffering intense pain and heavy loss of blood. Despite his serious condition, he heroically carried on with his navigation duties and assisted his pilot back to base. Upon their arrival in England P/O Domone was rushed to the hospital where in view of the seriousness of his wounds it was found necessary to amputate his right leg."

(Despite the seriousness of his wounds we are happy to record that P/O Domone recovered and is home in England.) As a fitting tribute to the bravery displayed he was awarded the Distinguished Flying Cross.

THE FIRST "KILL" FROM A CONTINENT BASED AIRFIELD



The Squadron's arrival in France was followed immediately by the Allied break-through at Avranches and the "Falaise Gap". There was little enemy activity over the rapidly receding Battle Line and our "first kill" on the Continent was not obtained until 24th/25th September, 1944.

Shortly before dawn P/Os. Len Fitchett (Pilot) and Alex Hardy (R.A.F.-Nav.) were flying around Angels 16 when they were vectored after trade some 6,000 ft. below. Len immediately dived down to 10,000 ft. and Alex picked up a contact at a range of 2 miles. The crew closed and at 500 ft. recognized the target as a He. 111. The enemy aircraft must have seen the Mosquito at the same time for it peeled off to port attempting to gain cloud cover, the tops of which were at 7,500 ft. Len followed and opened fire at a range of 100 ft., a terrific explosion occuring with pieces flying off, the enemy aircraft going down in flames. In view of the nearness of the two aircraft it was impossible for Len to avoid flying through some of the debris and his aircraft was damaged slightly. It was the first "kill" for Len and Alex but they were going to experience more joy subsequently.

TYPICAL "DO'S"

Nightfighting thousands of feet above terra firma is bound to be eventful and the Squadron's records are filled with outstanding events. The following example has been chosen not only because it illustrates the fighting spirit of the men who do their "dicing" at night but also because it indicates some of the dangers faced in a field where crews are required to identify targets visually before opening fire.



On the night of 20th September, 1944, P/Os Jim Leslie and Chuck Thurgood were vectored after a bogey flying at "angels" 10, near our front line. Chuck obtained a contact at a range of three miles and brought Jim steadily behind the target. When within 3,000 feet of it, the latter dropped a red flare which illuminated a large area. Although aware it might be a signal between two enemy nightfighters working in conjunction and that the second one might literally "creep up his tail" as he closed in on the first, Jim realized that it could also be a enemy bomber making its "run" over our troops. Closing fast to prevent the possibility of it dropping its "eggs" over the frontline, Jim had just obtained a visual when the target dropped another red flare which clearly illuminated the Mosquito. He immediately took evasive action and as he "peeled off" was attacked by another aircraft from the port side which shot up the port engine. The Hun had been hunting in pairs but Jim's prompt action had foiled them.

Jim and Chuck immediately made for the nearest friendly aerodrome but the weather there was literally on the "deck" and although reducing height to 200 feet they were unable to see the aerodrome lighting. Hoping that the cloud base would lift enough to enable them to land they continued to circle the 'drome for some time. When the damaged aircraft became unmanageable Jim nosed it up to 1,000 feet and Chuck and he bailed out, Jim fracturing a small bone in his ankle as he landed.

Quite enough excitement for a lifetime but as soon as Jim's ankle mended they were back for more. This time the score was more than evened for shortly after they shot down a Ju. 52.

THE HAT TRICK



Operating from Rheine Aerodrome in Germany, F/O E. Hermanson, D.F.C. (Pilot) and F/L D. Hamm, D.F.C. (Navigator) helped to administer the Coup de Grâce to the fast dwindling Luftwaffe by shooting down three enemy aircraft in one night, a rare feat in a field where outstanding events frequently occured.

Hermy and Doug were carrying out a regular patrol well over German held territory on the night of 23/24th April, when they were advised of "trade" some 10 miles distant. Scenting the possibility of a "kill" Hermy closed fairly quickly and at 1½ miles Doug had obtained a contact on a fast moving target. Although the target was rapidly reducing height Doug held contact throughout and at 800 ft. it was recognised as one of Herr Goering's latest creations, a long nosed F.W.190. Hermy held his fire until within 400 feet when a two second burst hit the enemy aircraft just aft of the cockpit, causing it to explode and crash.

Their appetite whetted, Hermy and Doug had within three-quarters of an hour obtained contact and shot down two more of the Luftwaffe, this time Ju. 87's.

When bringing Hermy in behind the targets, Doug realized that they were slow flying aircraft and had him reduce his speed to the minimum. In each instance Hermy risked stalling his aircraft and was called upon to display all his knowledge of aeronautics as with undercarriage lowered and using 30 % of flap he closed steadily on these slow flying but highly manoeuverable aircraft. A short burst from 400 – 500 feet sufficed on each occasion to send the enemy aircraft down in flames.

A GERMAN AERODROME IS STRAFFED

Outfought, outwitted and outguessed at every turn, the Luftwaffe never knew from what quarter the next attack might be launched. As the former husbanded its dwindling strength the Squadron found time to add to the ever increasing crescendo of attacks mounted by the Allies by doing some strafing. The coolness daring and courage displayed by S/L Ben Plumer D.F.C. (Pilot) and P/O Bill Beynon (RAF-Navigator) in a ground attack against a German aerodrome on the night of 24/25th April, 1945, must have "shaken" the Aryan supermen as well as accounting for one German aircraft destroyed and in all probability, several others damaged.



Ben and Bill were carrying out a regular patrol when they observed the soft glow of a Jerry flarepath. After searching the circuit unsuccessfully on the A.I. for any aircraft that might be airborne they flew across the 'drome at 500 feet searching for targets on the ground. Bill flashed the navigation lights intermittently as a pseudo signal and received an answer. They then made a normal circuit at 500 feet, Bill observing several twin-engined aircraft dispersed in bays at the edge of a wood. Ben immediately made a run against them from a height of 50 feet, strikes being observed among them. On this run they experienced light ack-ack fire from the opposite side of the 'drome, one shot exploding against the port propellor. As it didn't seem to have harmed the motor, Ben made a run over a row of single engined aircraft lined up for the morning's take-off. Strikes were observed all along the line, and one aircraft believed to be a F.W.190 exploded and burned. Ben, still not satisfied with the chaos he had already created, decided to make a run against the gun emplacements. Coming in over the hangers at an angle, he fired in the turn, his shots falling among the gun crews. The aim of the latter, who probably suffered some casualties, was definitely disrupted and their return fire extremely wild.

A good night's work, Ben and Bill.

CLIPPINGS OF A P.R.O.

Occupy House Hitler Used

WITH A CANADIAN NIGHT FIGHTER SQUADRON IN FRANCE.

Nov. 4.—Hitler slept here once, the villagers say, but he probably would not like that if he could see the present occupants of this beautiful old French château.

They are the R.C.A.F.'s Nighthawk Mosquito Squadron, who moved into the former German officers' luxurious billets when they took over a nearby airfield, on R.A.A.F. press release said today.

Flt. Lt. Bill Murr of Langley Prairie, B.C., pilot and veteran now for the squadron when it moves, showed a sense of history—and maybe humor—when he picked on the county château as billets for the Mosquito men, who have helped shot down Hitler's once-powerful night fighting force by 35 planes since D-Day.

In the dining hall a mural depicts an eagle-crested conqueror which symbolic motifs—Britain, France and Russia, the painter using a touch of artistic license to make the geographic conflicts to his ideas of greater harmony.

TORONTONIAN HELPS DOWN TWO JUNKERS

Canuck Crew Gets Night Fighters—Makes 200 For Group Since D-Day

With the 2nd Tactical Air Force, Nov. 28—A Canadian Mosquito crew destroyed two Junkers 88s last night and brought to 200 the number of enemy aircraft shot down at night since D-Day by Mosquitos of a keen defensive group of the 2nd Tactical Air Force.

Last night's victims fell to a gun-and-cannon-carrying Mosquito piloted by W/O. Edward Cole, Vancouver, and his navigator, F/O. William Martin, Toronto. One German plane crashed on the Belgian-Netherlands border and the other was shot down a half-hour later over the German frontier. The victims, were night fighters seeking British bombers.

Cole said the actions were fought in bright moonlight and the entire port side of the first enemy plane burst into flames after one short burst from the cannon blew up the port engine. Martin said the second German plane "seemed to disintegrate" after a burst of fire blew off one wing. The double triumph matched the first "kills" for Cole and Martin.

HONOR AIRMEN; RISKED LIVES TO SAVE CREW

London, Feb. 6—Three Canadian airmen who sought to rescue the crew of a burning bomber after it plunged at night into a house in northern England and then dashed into the blazing wreckage of the house in an effort also to save the occupants have been recommended for decorations, it was announced last night.

The airmen, members of the R.C.A.F. Night Hawk Squadron, were Flt. Sgt. James Irwin, Liberty, Sask.; Cpl. George Rosenberg, Brantford, Ont., and Cpl. Arthur Townsley, Toronto.

They were returning to their station from a raid when they saw the aircraft strike the house. Disregarding the exploding ammunition and aerial flares, the three climbed into the burning aircraft and carried out the crew, but all except one, who had been thrown clear, were killed.

From the bomber they rushed into the blazing home but all they could do was remove the bodies of several children.

"Flt. Sgt. Irwin did what I think was a superhuman feat," said Cpl. Townsley.

"We had lifted a fallen section of brick wall to reach one of the buried children. Irwin held the wall up while we climbed underneath and cut out a child's body and. It took the three of us to lift that section of the wall, yet Jim held it up alone while we were under it."

F/O R. CROMIE

Shortly after "D" day F/O Cromie was attached to the Squadron as Public Relations Officer to cover its activities both in England and on the Continent. During his stay with the Nighthawks Bert, as he was popularly known, did an excellent job of keeping the folks in Canada in touch with the work of their sons and husbands. His writings covered a wide range of the Squadron's activities and always were eagerly read.



NIGHT AND DAY.

Radar took the night out of nightfighting. Crews became specialists working with ground interceptor stations.

In a Sector Ops. Room the progress of every aircraft airborne is plotted. In darkened cubicles overlooking the Ops. Room Controllers direct the Nightfighters on patrol. If unidentified or enemy aircraft entered the Sector, a nightfighter would be vectored after it immediately. Short staccato commands would ring out over the R/T. Gradually the nightfighter crew would be brought within range. As the fighter closed, the Navigator would take over from the Controller. It was his job to bring the pilot within visual range. A fast "patter" would flow over the "intercom", as the Navigator, watching his instruments, interpreted the target's moves. "Hard port, steady, speed up, 10° off, 20° above, range 1½ miles" might ring out in quick order and the pilot's reflexes must be good as he acts instantaneously on his partner's instructions. As the crew close within range, both pilot and navigator stare intently at the target. "Is it a Hun or is it one of ours?" It's a Hun and the pilot closes and shoots it down.

Newspaper headlines carry the story next day, "Nightfighter Destroys Hun, Squadron Shoots Down Enemy Aircraft".

The "kill" had been obtained through their own skill yet the crew consider themselves lucky: lucky that they were vectored after an enemy aircraft. They realize the many hours of monotonous patrolling that are put in by every nightfighter crew without being vectored after an aircraft. They have learned from personal experience that by far the greater majority of chases end in visuals on Allied Aircraft. They know what it is to fly in cloud for endless minutes on "instruments". They have experienced rain, hail, icing, thunderstorms, gales, while on patrol. They have been fired at by our own and enemy anti-aircraft fire when on chases. They are aware that over enemy territory an enemy aircraft may have assistance from its own ground control. It is in these instances that the painstaking efforts of the groundcrew pay dividends.

Groundcrew take a personal pride in their work. The aircraft is their "kite", the pilot and navigator "their" crew. Bright and early in the morning they go over "their" aircraft carefully, checking to ensure that it is fully operational. After the aircraft has been flown and tested in the afternoon, any last minute adjustments are carefully made. Their "kite" is then ready for the night's operations.

Often the most painstaking efforts of the groundcrew are lost through a turn of fate as indicated by the following excerpts fom a pilot's diary.

Febr. 28th — All the joy these days seems to be in the Ruhr sector. So there is a race for the pool when four or six kites take off together since generally the first ones there get sent to the best area. If you get sent to do a stooge over the Dutch isles or somewhere, the others make rude noises at you over the R/T. I should know!

Mar. 1st — It's funny to hear pilots kidding N/N's about their horrid boxes. Particularly the Wimpy. They can't help it when the damn things go unserviceable, but a pilot rarely sympathises. Our a — — packed in last night just after we had been given a vector onto a bogey. Old Bill was nearly in tears all the way home.

Mar. 3rd — I am not alone in having a twitch doing patrols in duff weather. Most of the boys think it is the worst aspect of night flying, particularly when there is a lot of ice about. We did a 200 ft. circuit last night getting in. I'm still breathing hard....

Mar. 3rd — Everyone is keen as hell again since there was joy last night. Lots of aveniire during N.F.T.'s. Cold wet weather makes good maintenance a full time job. The 'wiks really work when they think their kite might get a Hun. My boys keep asking when I will get one for them. I just look fierce and say, "Have patience!"

Mar. 4th — The moon is coming up bigger and better every night again. How I love it! It's a treat to be able to see the ground on a bright night and you don't have to fly by instruments all the time. Then if you get on to a target, with luck he's a piece of cake!

Mar. 5th — After last night I take back all I said about the moon! Bill and I were having a grand time up at 10 thou. watching the Yanks on the ground knock Cologne about, when control came thru' with trade down at Angels 2. He said there were fast jobs orbiting and gave us a vector. So down we went (Bill with his head in the box and me checking to make sure the guns were on "fire"). Control encouraged me by saying "Watch out, they'll be hauling you as much as you are him". The moon seemed to get brighter! We were doing about 250 when he said, "You're in amongst them now". Old Bill didn't see anything in his box so I kept on vector and nearly collided with a Stoke going the other way. I left good about that, and did a hard orbit, throttled right back and plunked the wheels down. A Mossie taker it's time slowing down to Stoke speed, and as I cursed it and all Controllers we nearly pranged head on into a second one. They had seen us first. Control said he couldn't see them any more, and suggested I lower my wheels as they were slow jobs. Gr-r-r. We saw bomb bursts to starboard and figuring that was our targets doing some dive bombing, went down in that direction. The Yank's saw us coming and let fly with tennis balls and Rasos as we came out and waited for control to help. He didn't and I claim visual on two B7's."

WE KEPT 'EM FLYING



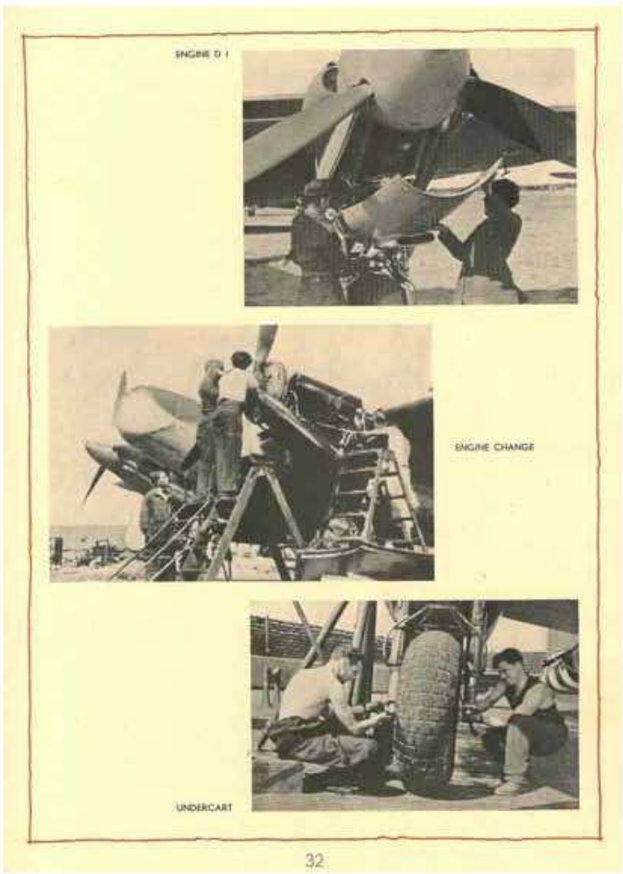
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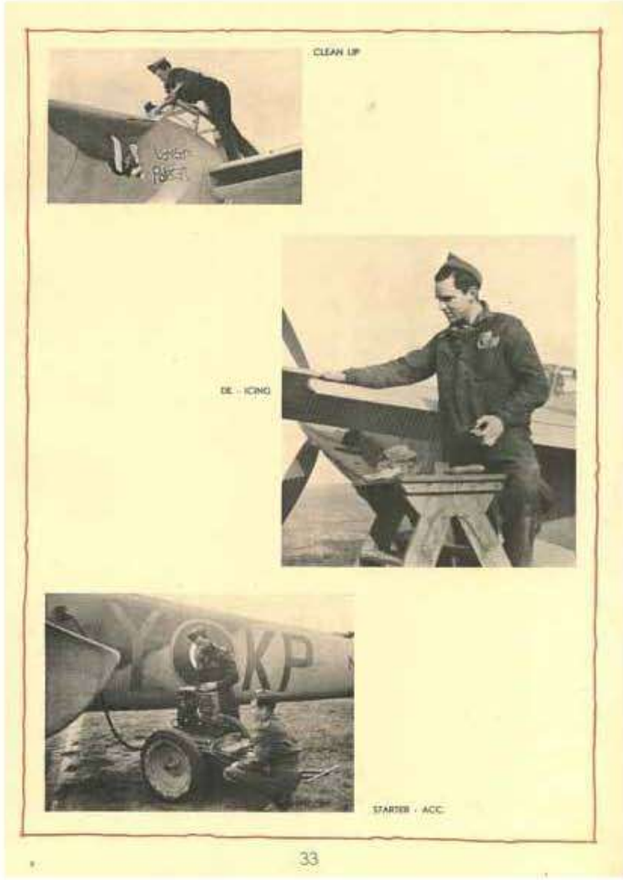


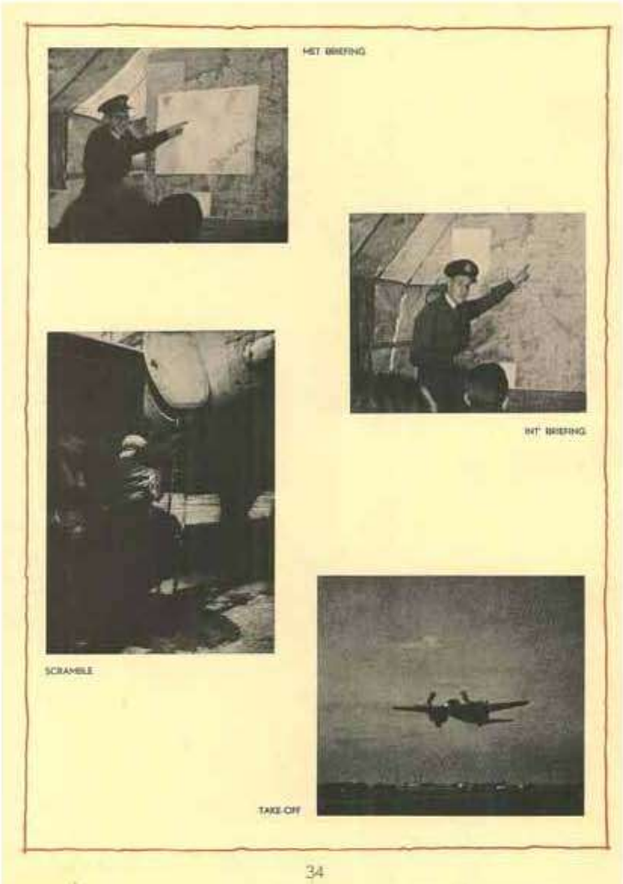
RADAR

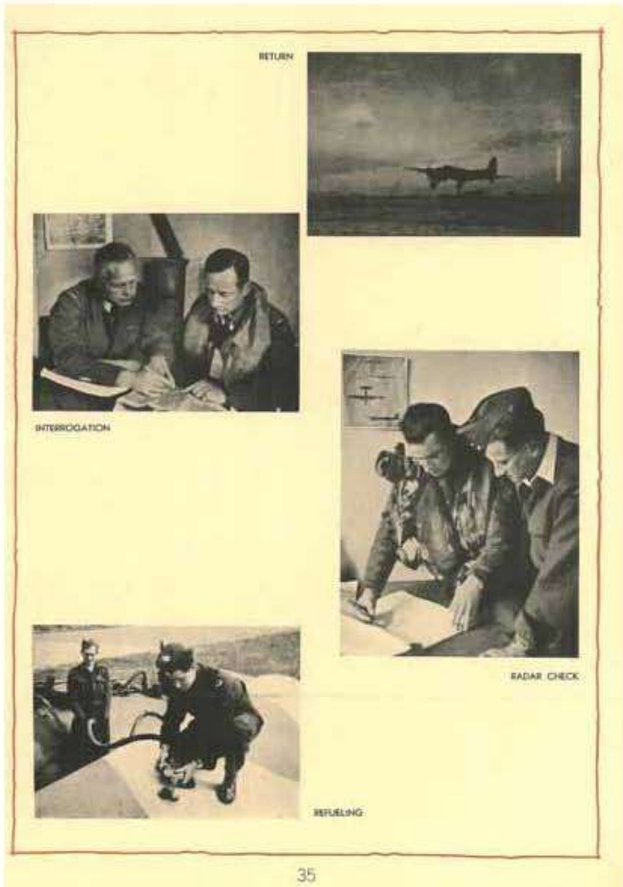


PROPELLOR


ENGINE D I
ENGINE CHANGE
UNDERCART
32


CLEAN UP
DE - ICING
STARTER - ACC.
33


MET BRIEFING
INT BRIEFING
SCRAMBLE
TAKE-OFF
34


RETURN
INTERROGATION
RADAR CHECK
REFUELING
35

NOMINAL ROLL OF GROUND PERSONNEL AT V.E. DAY.

S/L Loftus, W. J., Chaplain (R.C.)
S/L Wilson, J., Chaplain (P.)
F/L Corsen, L. T., Radar Officer
F/L Pikdal, V. L., Engineering Officer
F/L Rowley, I. H. F., Adjutant
F/L Smith, J. M., Educational Officer
F/L Whipp, H. H., Intelligence Officer
F/L Young, J. H., Medical Officer

F/S. Payne, W. D.
Cpl. Gaudry, A. G.
Cpl. Bouchard, J. M.
LAC. Kreisch, M.
LAC. Burgess, J. M.
LAC. Cormier, J. A. E.
LAC. Howard, E. P.

ARM/ASST

LAC. Allard, R.
LAC. Briggs, L. C. M.
LAC. Brooke, R. H. E.
LAC. Bulcock, J. P.
LAC. Dring, E. J.
LAC. Dubois, J.
LAC. Holloway, M.
LAC. Jessard, T.
LAC. Laurence, J. P.
LAC. Mayerhoffer, S.
LAC. Nelson, R.
LAC. Shaw, D. I.

ARM/G.

Cpl. Smith, C. G.
LAC. Beaton, A. H.
LAC. Bulger, T. W.
LAC. Cook, L. R. E.
LAC. French, B. A.
LAC. Hughes, J. T.
LAC. Makinson, E.
LAC. Malcolm, J. A.
LAC. Moore, J. P. I.
LAC. O'Brien, A. G.
LAC. Schaller, J. R.
LAC. Phillips, J. D.
LAC. Sibley, N. T. W.
LAC. Silverman, T. S.
LAC. Slavin, N. M.
LAC. Skipper, A. C.
LAC. Slade, H. A.
LAC. Taylor, R. A.
Cpl. Tillie, R. L.
LAC. Weir, G. F.
LAC. Westlake, S. F.

R.S. & M.W.

LAC. Gordon, E. M.

CARP.

LAC. Cummings, R. J.

CLK. ADMIN.

Cpl. Mattison, L. J.
LAC. Bradish, L. N.
LAC. Casey, W. K. K.
LAC. Simmons, H. B.

CLK. POSTAL.

Cpl. Pike, D. G.

COOKS

ACI. Baird, J. H.
LAC. Barrieau, C. D.
LAC. Cowan, O. E.
ACI. Hazzard, W. S.
LAC. Heaton, H.
LAC. Lawrence, J. A.
LAC. Micallo, N.

COMP/ADJUSTERS

Sgt. Piccombe, R. W.

D.M.T.

Cpl. Reid, L. R.
LAC. Cowie, E. J.
LAC. Ditchburn, D. T.
LAC. Duchesne, C. J.
LAC. Hall, R. C.
LAC. Larocque, J. O. R.
ACI. McClelland, N. G.
LAC. Walker, R. A.

EQUIP/ASSTS.

Cpl. Giles, J. B.
LAC. Gauvin, J. E.

ELECT.

F/S. Dennie, M. J.
Cpl. Howell, J. W.
Cpl. Riley, W. E.
Cpl. Trumble, O.
LAC. Beauchamp, P. E.
LAC. Fenton, R. V.
LAC. Flowers, E. M.
LAC. Hoar, A. H.
LAC. Howard, J. L.
LAC. Laurence, E. L.
LAC. Lehman, C. E.
LAC. McPherson, J. O.
LAC. Steven, P. O.
LAC. Tickle, A.
LAC. Weisberg, R. A.

A.F.M.

F/S. Handfield, G. J.
Sgt. Innes, L. M.
Sgt. Sandahl, R. A.
Sgt. Trenholme, V. L.
Cpl. Balcom, W. L.
Cpl. Dorcas, D. J.
Cpl. Dyer, C. C.
Cpl. Hrehorak, G.
Cpl. Kinney, L. F.
Cpl. Knowles, W.
Cpl. Langere, J. R.
Cpl. McDonald, J. R.
Cpl. Mumford, G. E.
Cpl. Phillips, T. S.
Cpl. Stuczeyk, F.
Cpl. Young, L. G.
LAC. Allbick, D. A.
LAC. Beauchamp, J. E. A.
LAC. Black, J. W.
LAC. Bousquet, J. F.
LAC. Carbol, I. O.
LAC. Coggins, R. H.
LAC. Collinson, D. T.
LAC. Cummings, R. J.
LAC. Demers, J. L. R.
LAC. Denyes, C. H.
LAC. Dick, R. O.
LAC. Doubleday, S. L.
LAC. Dougan, D.
LAC. Drumm, R. J.
LAC. Dyche, W. H.
LAC. Foster, W. G.
LAC. Gilbert, P. R.
LAC. Hollup, T. C.
LAC. Hughes, J. A.
LAC. Irish, W. G. L.
LAC. Lefevr, M. J.
LAC. Lemay, J. R.
LAC. Ludlow, W. W.
LAC. McAuley, J. A.
LAC. McCall, A. C.
LAC. Monette, V. G. J.
LAC. Muldoon, W. R. J.
LAC. O'Neil, J. H.
LAC. Orr, R. A.
LAC. Paradis, J. L.
LAC. Penhorwood, H. W.
LAC. Price, E. E.
LAC. Purse, L. K. F.
LAC. Schultz, M. A.
LAC. Selkirk, R.
LAC. Smith, R. A.
LAC. Sorkopad, J.
LAC. Strathman, J.
LAC. Sutherland, L. H.
LAC. Symenuk, J.
LAC. Tees, A. R.
LAC. Townsend, H. L.
LAC. Waters, A. H.

A.E.M.

F/S. Herman, C. E.
F/S. Irwin, R. J.
Sgt. Axworthy, D. H.
Sgt. Curtis, E.
Sgt. Dewey, C. D.
Sgt. Topham, H.
Cpl. Clement, J. L.
Cpl. Connelly, J. F.
Cpl. Conroy, R. E.
Cpl. Coppel, N. N.
Cpl. Cote, L. A.
Cpl. Crapper, G.
Cpl. Crowder, E. V.
Cpl. Davis, R. A.
Cpl. Fowler, H. E.
Cpl. Beamsbury, G.
Cpl. Stewart, A.
Cpl. Vanderpant, F.
LAC. Aitken, T. G.
LAC. Arnott, J. O.
LAC. Billard, L. O.
LAC. Bullock, B. A.
LAC. Boudreau, J. G. M.
LAC. Broussard, F. J. G.
LAC. Brenton, E. C.
LAC. Bridges, W. D.
LAC. Brown, J. A.
LAC. Brenner, E. F.
LAC. Carter, F. J.
LAC. Carver, W. R.
LAC. Chandler, J. W. E.
LAC. Connelly, D. S.
LAC. Cooper, B.
LAC. Crust, S. E.
LAC. Conroy, J. H.
LAC. Cumming, T. L.
LAC. Currie, D.
LAC. Dennis, W. G.
LAC. Dion, J. E.
LAC. Farrow, K. W.
LAC. Fish, J. N.
LAC. Duke, J. E. J.
LAC. Fraser, L. J.
LAC. Fraser, W. W.
LAC. Gibb, A. B.
LAC. Glennon, S.
LAC. Hallett, W. E.
LAC. Hansen, W. L.
LAC. Harding, E. R.
LAC. Hartley, J. R.
LAC. Hawkey, W. R.
LAC. Hogarth, H. S.
LAC. Hoogan, M. C.
LAC. Hudson, I. A.
LAC. Jensen, A. B.
LAC. Johnston, C. H.
LAC. Johnston, L. A.
ACI. Jones, W. H.
LAC. Knight, R. T.
LAC. Labretta, N.
LAC. Lane, O. G. H.
LAC. Lebel, J. S. L.
LAC. LeBlanc, J. M. H.
LAC. Leppard, D. I.
LAC. McLaughlin, J. M.
LAC. Millsap, H. M.
LAC. Montelgne, G. R.
LAC. Morse, E. R.
LAC. Murray, G. D.
LAC. Nixon, A. K.
LAC. Norris, F. A.
LAC. Palatnick, S.
LAC. Raven, J. W.
LAC. Robinson, D. A.
LAC. Spriggs, G. W.
LAC. Stolmach, L. M.
LAC. Stewart, A.
LAC. Struthers, W. J.
LAC. Talbot, W.
LAC. Thompson, J. B.
LAC. Thompson, J. W.
LAC. Vaughan, H. H.
LAC. Wills, R.
LAC. Wunch, M.

F/ARM.

F/S. Moody, F. A.
Cpl. Butt, J. H.

F/ARM./G.

Cpl. Peachell, J. H.
Cpl. Atkins, H. C.
LAC. Thorell, H.
LAC. Williams, P.

I/REP.

Cpl. Bell, H. J.
Cpl. Green, J. W.
Cpl. Christenson, J. A.
Cpl. Ross, G. E.
LAC. Brady, J. J.
LAC. Barry, J. R.
ACI. Dennett, W. R.
ACI. Doyle, E. P.
LAC. Duhamel, R. A. R.
LAC. Duke, P. C.
LAC. Ennis, J. J.
LAC. Golden, L. A.
LAC. Mitchell, W. G.
LAC. Sorensen, G. D.

M/ASSTS.

LAC. Blank, F. R.
LAC. Blumer, J.
LAC. Lenda, P. B.
LAC. Anderson, A. W.
LAC. Skillington, G. M.
LAC. Settle, F.
LAC. Straub, J. N.
LAC. Taylor, W. A.

M/CYC.

LAC. Smith, M. W. I.

M.T.M.

LAC. Adshade, L. M.

PHOTO

Cpl. Townley, A. G.
LAC. Kilpatrick, B. L.
LAC. Boudreau, J. L. A.

RADAR/MECH.

F/S. Wyse, T. A.
Sgt. Splett, W.
Cpl. Britton, R. S.
Cpl. Knott, J. G.
Cpl. Murphy, F.
Cpl. Rivington, E. T.
Cpl. Ryan, M. M.
Cpl. Syer, G. E.
Cpl. Salter, N. H.
LAC. Armstrong, J. K.
LAC. Bradley, K. F.
LAC. Cameron, H. W.
LAC. Collins, R. W.
LAC. Conroy, E. J.
LAC. Davis, J. B.
LAC. Heaney, D. A.
LAC. Kapeline, M.
LAC. Malcontevre, J. P.
LAC. McDermand, E. A.
LAC. Nicholas, W. S.
LAC. Otterell, W. C.
LAC. Pierce, D. F.
LAC. Roby, K. A.
LAC. Rancinan, W. A.
LAC. Shaw, W. P.
LAC. Smith, T. W.
LAC. Smith, W. B.
LAC. Smith, W. E.
LAC. Sutton, Y. W.

R.T.O.

Cpl. Harris, D. I.
LAC. Garnett, K. W.
LAC. Greet, J. M.
LAC. Horsman, C. B.
LAC. Kakay, A.
LAC. McMillan, G. J.
LAC. Nicol, J. A.
ACI. Nolin, W. L.
LAC. Siegner, W. J.
LAC. Williams, E. K. B.

S.E.W.

LAC. Martin, H. H.
LAC. Rosson, W. L.
LAC. Jeannoe, G. P.

W.E.M.

Sgt. Friend, C.
Cpl. Adamchick, L. B.
Cpl. McDonald, N. A.
Cpl. Rite, M. G.
LAC. Almond, A. C.
LAC. Anderson, K. K.
LAC. Burrell, D. F.
LAC. Cole, A. H.
ACI. Friend, J. M.
LAC. Kellaugh, D. J.
LAC. Kelsemmer, H. W.
LAC. Soh, L.

W.O.M.

F/S. Bradley, E.

CLK.ACCTS

Cpl. Black, T. F.

H.Q.

Sgt. Bailey, C. A.
Sgt. Wright, E. J.
LAC. Oke, L. L.
Cpl. Boyd, B. M.



AIRCREW V. E. DAY

Left to Right – FRONT ROW
F /L. R. H. Finleyson
F /O. N. J. Nicholl
F /O. W. L. Young
F /L. L. M. Jones
F /O. P. C. Henry
F /O. G. F. Stringer
F /O. P. J. Lim
P /O. W. D. King

Left to Right – CENTRE ROW
F /L. R. D. Teller
P /O. H. G. Beynon
F /O. P. S. Lee
F /O. D. Neale
P /O. W. N. MacNaughton
F /L. J. H. Skelly
F /L. J. Ritchie
F /O. E. H. Knight
F /L. E. A. McClain
F /O. E. B. Harding
P /O. A. C. Hardy
F /L. H. W. Leitch
P /O. L. E. Fitchett
P /O. J. Leslie

Left to Right – BACK ROW
F /O. F. K. Collins
P /O. C. M. Thurgood
F /S. W. J. Clarke
F /O. D. B. Simpson
F /O. J. A. Webster
F /L. E. G. Spiller
F /L. J. D. Hore-Kennard
F /L. A. L. Sanford
S /L. W. B. Breckon
S /L. B. E. Plumer, D.F.C.
F /O. S. R. Moore
F /L. G. C. Findlay
W/O. D. H. Harris
F /O. K. A. Branch
F /O. D. J. Snowdon
F /S. F. G. Rees
F /O. S. L. McAuley

ABSENT
W/C. R. F. Hatton
F /L. R. N. Rivers
F /L. W. Ward
F /L. D. J. T. Hamm, D.F.C.
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F /O. J. M. Bates
F /O. E. J. Miles
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F /O. L. H. Coldwell
F /O. M. J. Laidlaw
W/O. R. S. West
W/O. C. A. Farwell



"A" FLIGHT GROUNDCREW



"B" FLIGHT GROUNDCREW



"R.T."



RADAR



"H.Q."

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"R. AND I."





COOKS



ARMOURERS

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"M.T."



"THE ADJ."



"THE M.O."

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EDUCATION



"S.O." "R.O." "I.O."





OUR CHAPLAINS

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A P.O.W. CREW RETURNS ON V.E. DAY

That long looked for Victory in Europe Day finally arrived and the boys based in Germany took it all very quietly. We heard the radio reports of the celebrations at home and in Blighty but we were not in the mood to do much celebrating. There were no skyscrapers left in Germany from which to toss tickertape, no French cafes, no English pubs, no bright lights or laughing faces. The job was over and that was all. When do we go home was the question written on every face? However for the Nighthawks there was one bright spot. We received news from a former P.O.W. of F/Os Sisson and Nicholson, the only Nighthawk crew taken prisoner since "D" Day. A "rescue" party was immediately organized and within three hours two jeeps were at the gates of the ex P.O.W. camp. Scotty and Nick were located and brought back to the aerodrome. We forgot all about V.E. Day and celebrated their return to the Squadron. Scotty and Nick had been shot down over enemy occupied territory on 17th June, 1944 and had spent almost a year behind barbed wire. Many of their old friends were still on the Squadron and Royalty never received a better reception than they did from their old pals. It seemed to add the human touch that was needed. The job was really over; old friends were coming back. Good luck, Scotty and Nick.

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Continental Memories



45



"CARPIQUET"

46









REMEMBER?

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ST. ANDRE

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"BEAT UP"





"ME 109"



"WASH DAY"

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"COULD THIS BE "A" FOR ABLE?"

FROM: http://www.ww2aircraft.net/forum/navigation/raf-409-nfs-36639-2.html

I have a copy of a photo of "A" Able flying thru the Eiffel Tower. It is signed by the late Bill Bryant RAF, an old friend of mine, who was the navigator of that aircraft piloted by Bob Boorman RCAF. The caption reads as follows: This Stars & Stripes photograph was taken on 14 September 1944 and shows a Mosquito Mk XIII of 409 Squadron RCAF. Pilot WO Bob Boorman RCAF /Navigator FS Bill Bryant RAF Flying through the Eiffel Tower. How the picture came to be taken is another story told to me before Bill Bryant died!!!!

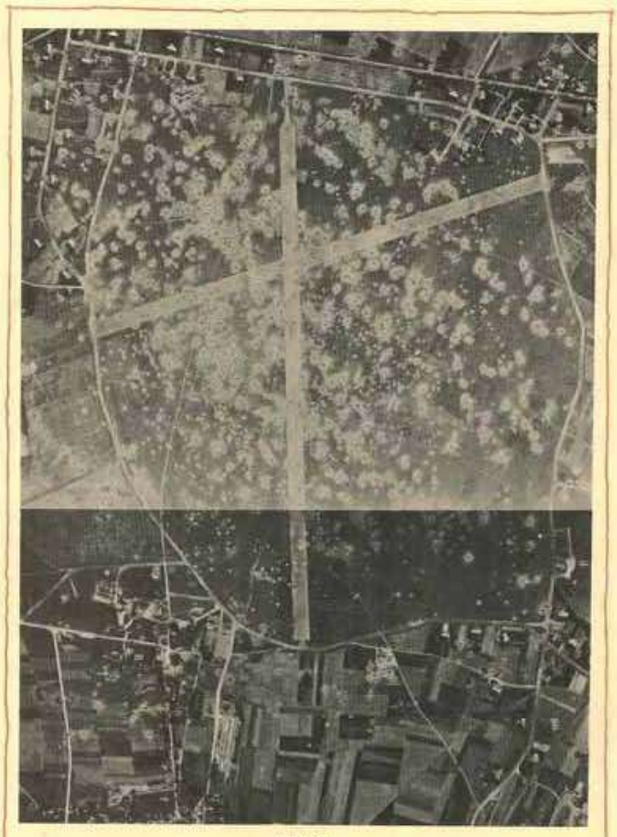
.....Nic Shelley, Sqn Ldr RAF (Retd)

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"READINESS AT ARMENT"

51



"LE CULOT"

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DISPERSAL



"TRES BIEN"

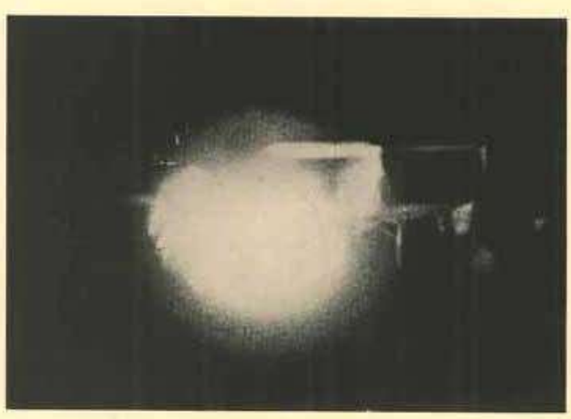


JERRY HANGAR "CAMOUFLAGED"



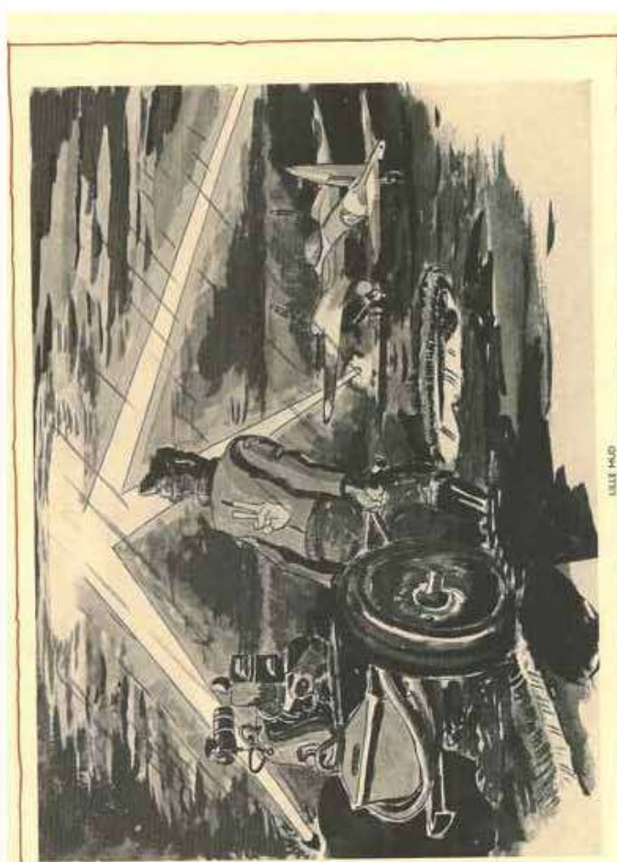
"DAY OFF"

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ROSS FINLAYSON & AL WEBSTER DESTROY AN ME 110

54



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"PIN UPS"



FLAK



THE CHATEAU



HANGAR DAMAGE



"ADOLF'S TAIL"

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"JET MARKS"

RHEINE

57









GERMANY

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GRIJZE REIJEN

59



"CHOW LINE"



"BOLEY'S PET"



"JERRY JET JOB"

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HENKE AND EMMERSON





CASTELLAN AND FULLERTON



DONOGHUE (deceased) AND SPILLER

61

BRITTEN AND FOWNES





STERRENBERG AND CLARKE



ELLIS (deceased) AND WARD

62



MARTIN AND COLE



KENT AND SIMPSON



KIRKWOOD



FAIRWEATHER AND HALEY

63



BRENTON (deceased) AND LONG (deceased)



SPILLER AND LEITCH



BRANCH AND YOUNG

64



MOORE AND SIMPSON



BRYANT AND TELFER



CLARKE AND SNOWDON



McCLAIN AND HORE-KENNARD

65

LAIDLAW AND COLDWELL



REES AND MILES





KING AND JOINES



LEE AND COLLINS

66

SANFORD AND WILKINSON





FINDLAY AND WEST



WEBSTER AND FINLAYSON

67



KNIGHT AND HARDING



NICHOLL AND STRINGER



HEALE AND McAULEY

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BRECKON AND MacNAUGHTON





THE C.O AND RIVERS



RITCHIE AND BATES



HENRY AND TALEVI

69



ROBINSON (deceased) AND W/C SOMERVILLE



W/C REID AND PEACOCK (deceased)



TWO OLD TIMERS



SKELLY (deceased) AND LIM (deceased)

70



"AT A TIME LIKE THIS!"



"ALL THIS FOR ME?"

71

RANDOM MEMORIES

R E M E M B E R

The night Jerry strafed the 'drome at Coleby Grange just as P/O. Head was coming in to land.
The night the Hun dropped a stick of ten heavy explosive bombs on the drome.
The nights that S/L. Trousdale and Sgt. Affleck got the Squadron's second and third enemy aircraft.
Our first sight of London, Piccadilly, Leicester Square, Trafalgar, Charing Cross, etc. etc.
The inevitable "You Cant Miss it."
The visit of His Majesty.
The day the first W.A.A.F's arrived and became established at Coleby House.
The Saracen's Head at Lincoln.
The Trap at Acklington.
The Startled Saint at West Malling.
Chandos — London.
Time! Time! Drink up please. Time!
The day we sighted 25 Danish fishing vessels escaping from Denmark some 240 miles due East of England and how we maintained escort over them for the next two days.
The night that Billy Breithaupt and Jimmy Kennedy were scrambled to find a Lancaster ditched in the North Sea and how they located it just before dawn and directed the rescue launch to it.
The night that Red Pearce and Jock Allen located a lost Halifax which was practically out of gas and brought it safely back to base.
The night that Joe Clarke distinguished himself by attempting a slow roll on his motorcycle and pranging as a result.
The day that "Bill" Vincent was married and George Bower the best man ran out of gas several miles from the Church — a Captain of the Merchant Marine stepped into the breach.
The hockey team captained by Mike Dean.
The night that 6 aircraft participated in a "bullseye" exercise and really shook the station I.O. by recording 60 "kills" out of 170 targets.
Our first move under canvas.
Training at Acklington. Convoy practice, map reading, exercises, bayonet drill etc., etc.
The day the first Mosquito arrived.
The night Don Steele and Bill Storrs (RAF) got within 100 feet of a ME.410 and their cannons wouldn't fire.
Capt. Blennerhassett and searchlight co-ops.
The night the first flying bomb crossed the drome and the anti "Diver" barrage.

The hectic nights between "D" day and the Allied break through at Caen when combats were almost a nightly affair. And some of the crews who scored: — Murray Taylor and Dean Sibbett; Ken Livingston and Jack Bloomer (RAF); Mac MacDonald and Curly Colborne; Vince Vincent and Gaffer Thorpe; Walt Kirkwood and Neil Matheson; Don Steele and Bill Storrs (RAF); Bill McPhail and Smithy (RAF); Stan Jephson and Murray Roberts; Norm Joss and Pete Lasley; Hank Haley and Stan Fairweather (RAF).
The night "Scotty and Nick" went missing.
The night the flying bomb hit the trees 200 yards from 'B' Flight dispersal, exploding and breaking some windows.
The Trip to the Continent.
The boys left behind — they hitch hiked to the Continent and got h—l from the Wing W. O. for being late.
The Carpiquet glide.
"Cigarette pour pepa."
The "Ropey" continental moves.
Our first trip to Paris.
The French Cafes.
The welcome in Brussels.
The day the A.O.C. 85 Group presented the Squadron Crest to the Squadron.
The night the Jerry Intruder flew around the drome at Lille.
The cold reception we got in crossing the Rhine, Germany.
Tent life — impromptu feeds, etc.
The Christmas dinners at which the Officers and N.C.O's waited on the rest of the Squadron.
The crews of W/C Somerville and F/O. Robinson; F/L's Britten and Fownes who finished amongst the leading nightfighting crews in 85 Group since 'D' Day. V. E. DAY.
The gas run by "Pin Point" Smith — — the story is told below in Smithy's own language. — — —

"Smith!"
I glanced around, apprehensively perhaps, to see Fiksdal's huge but amiable bulk descending upon me.
"Hey Smithy, how about going for a little joy-ride this afternoon?"
"Well Fix" I replied "I'm easy, what's up?"
"Got to bring down some gas from Lingen. Do you want to take a convoy up there for it?"
"Sure!" says I "Where is Lingen?"
"Oh" says the Fixer, "It's only about 30 kilometres from here. You'll be back by six".
Well I'm game. It has been my secret ambition since

I've joined the air force to be in charge of something or other. And leading a convoy — — well, nothing to it! I've seen lots of convoys — — even Padre Loftus took a convoy from Lille to Rheine! Piece of cake!
"OK Fixer! Gimme a pin-point! Where is this place?"
Half an hour later, at 1430 hours to be precise, the Herrenvolk were privileged to see a six truck convoy heading out for Lingen, the Educational officer in charge well burdened with maps, instructions, pin points and threats of what would happen if said convoy was not back by 1830 hours.
Victoriously we rumble through town. At the bridge the Hun policeman pays proper deference to the convoy and we head north. Suddenly we come to a fork, which way to go? No directions. The obvious road well paved says "Not for military traffic". The other road is a cow-path. We end up in a farmer's what do you call it? Further entrance verboten. I descended from my Crossley, somewhat handicapped by a hog trying to embrace me, through the lorry window.
My hard bitten Canadian airmen surround me and regard me reproachfully. They know full well that our ultimate destination is not a German farmyard. We about turn and carry on.
The tires burn on the excellent German roads. Spirits soar. After all even Napoleon made mistakes. Mile after mile hums by. We're on the right road. We may be a few hours late but — — better late than never! Then out of the blue the road ends. The river — it's a nice little river but no bridge. We were stymied. My airmen cluster around. I feel their thoughts. "Clueless Smith, wrong road again".
A young Jerry appears. "Detour" he says in perfect English. I've visions of traps, bombs, machine gun nests, mines etc on lonely side roads. My airmen eye me. We hear some frightful explosions in the distance. Cannon? Mines? Werewolves? — — Grim?. Yes! But the kites must fly to-morrow. "Forward" I cry.

We reach Lingen; I think by paths hitherto untrod by man. But we reach Lingen, load up and set course for home — — Rheine.
It is nearly dark. The sun sets in a glory of splendour. And I realize that I'm lost again. Something went wrong. The Jerry sign said "Rheine - - straight ahead". But it was wrong. Maybe I shouldn't say wrong. Misguided perhaps. Anyway Crossley's can't swim. And there is no bridge. Only a sullen Hun river blocking an otherwise commendable road. We turn back to Lingen, try another road. Ten miles go by. We chug effortlessly along. Soon home now. Bit late perhaps. Anyway the kites fly to-morrow night. Perhaps we saved the war — — MBE — — presentation by His Majesty — — quite modest — — men deserve all the credit — — I snoore.
"Cor stone the bleedin crows!" I jolt myself awake. Another bridge out. Oh Lord! But what's this? A horrible little road leaving the highway. Must be a detour. — — doesn't look so good — but damn! It must be the road. I lead the way. Through a couple of fields we go. I look back. Headlights pierce the gloom (thank Gawd I'm not alone). Down into the depths of a forest the road leads on. A breeze whistles menacingly through the branches. "HEH! HEH!" it mocks, "Machine gun nest right ahead; Bags of mines". A frenzied honking of horns. I get out. One truck in the creek! Blackie and Hawky curse and work and out comes the huge lorry. We press on. We reach a corn field — — the road leads on. And on — — in a circle. We find ourselves back in the forest the way we came. No bridge. And so back to Lingen and sleep in the trucks 'till dawn.
"Smith!"
It's 9 A.M. the next day. Rheine at last! Fiksdal's huge but non-amiable bulk descended upon me. "No time now for a damn honeymoon!" There's a war on. "Where in hell have you been?"


OUCH!


BATH DAY


SPORTS


SPOILS


BLITZED


NISSEN-ENGLAND


CONTINENTAL BARBER


SLIT TRENCH


HUNSDON


JUNKER'S PRANG



FIRE POWER



CAMERA CHECK



READINESS?



"HEIL"



"SHOOTING THE BREEZE"



M.I.Ds



CANTEEN



THE BMS NUDISTS



BOOM TOWN



STRIKE



Lest we forget

Editor in Chief: H. H. Whipp. Assistant Editors: W. J. Loftus, R. D. Teller.
Art Editor: Ross Finlayson
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The Directorate of Public Relations, R.C.A.F.
R.C.A.F. Historical Section
For their assistance.

IN CLOSING

To us in Germany, V.E. Day brought many mixed feelings . . . , the end of a long hard job, a finish to killing in Europe. We took a deep sigh of relief, knew a sense of achievement and looked, with a thrill, to the future. We would be going home!

We thought, too, of the past, and were proud! The Squadron had played an impressive part in achieving victory. Could not an informal record of the Squadron's life be drawn up? A suggestion to Father Loftus "Let's put it in writing" was at once seized upon by that worthy cleric who volunteered his assistance.

When this book was planned, the ideal was to have a truly representative group of pictures and articles covering both aircrew and groundcrew since the Squadron's inception. A paucity of material covering the earliest years has made it too difficult to carry out this idea in it's entirety. It is hoped however that as balanced a picture as possible has been presented.

It is not easy to capture on paper the pride of performances or the team spirit of a fighting Squadron which we of 409 will always remember. That, however, has been the aim and if it has succeeded at all, that success has been made possible first by Father Loftus and F/L Ross Finlayson who gave so much of their time and talents. And secondly by P/O. A. G. Hardy and F/L's G. C. Finley, R. M. Teller and R. Rivers, and by those too numerous to mention whose criticisms, suggestions, and pictures have been proven invaluable. Thanks to these, to edit this book has been a privilege!

THE EDITOR

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